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REUTER'S TELEGRAMS.

NEW SITUATION IN EUROPE.

AN UNCONFIRMED REPORT FROM PARIS.

ARE THE ALLIES SPLIT INTO TWO CAMPS?

London, August 11.
Mr. Lloyd George heightened the mystery as regards Reuter's exclusive news from Paris, that France had recognised General Wrangel's Government and that the French Foreign Office had notified Mr. Lloyd George of the decision yesterday, when he told the House of Commons this afternoon that his only information was Reuter's telegram, and he could scarcely credit it.

No confirmation has come from any other source, but enquiries made by Reuter's Agency in Paris elicited a reply that the news as given was official.

The action of our French Ally is regarded in London as being deliberately designed to spike a peace which seemed assured in the Near East. It apparently splits the Allied and Associated Powers into two camps, namely France with the United States opposed to Britain and Italy.

One of the French reasons given for the action is General Wrangel's assurances with regard to Russia's external engagements, which is "diplomatese" for Russian Bonds. Anyway, a prominent official to-night emphasised that the British attitude remains as outlined by Mr. Lloyd George last evening and that the Premier will not be stampeded into war by the action of France and is prepared to go to almost any length in order to obtain peace.

Sir Donald Maclean raised the question in the House of Commons by reading Reuter's telegram and asking for information thereon. He said it truly represented the position. France must go on alone.

Mr. Lloyd George replied that he had read the telegram in the evening papers with the greatest of surprise. He did not possess any information on this matter, while the Foreign Office, who were similarly surprised, were equally in the dark, as also was the French Embassy. The Premier said he could hardly believe it was accurate, because he fully discussed the whole situation with Mr. Millerand on Monday, when there was no proposal to recognise General Wrangel. He assumed the report was inaccurate, because he felt certain that Mr. Millerand would have communicated his intention, if it was in his mind. It was well-known that France's attitude towards General Wrangel had been at variance with Britain's. The former considered they had been at variance with Britain's. The former considered they had been at variance with Britain's. The former considered they had been at variance with Britain's.

Mr. Clynes hoped the new situation would not interfere with the Russo-Polish negotiations.

Colonel John Ward urged the Premier to advise France that such a policy towards Russia was too late and it would be a crime now to attempt it.

In view of the latest developments and uncertainties of the Russian position, the House, instead of adjourning to-morrow, is meeting on Monday, while Mr. Lloyd George, who intended to go to Lucerne this week, has deferred his departure till next week.

The House has adjourned until Monday.

CHRISTIAN UNION.

LAMBETH CONFERENCE SUGGESTIONS.

London, August 11.
The Lambeth Conference, which sat in private throughout, has now issued a voluminous report of its proceedings.

The report shows that eighty resolutions were adopted, dealing with religious and social problems, the most important of which embodied an appeal to all Christian people dealing with the reunion of Christendom. The appeal, which was adopted practically unanimously, urges that Christianity should be manifested in united fellowship. It emphasises that the causes of division lie deep in the past, while the present calls to a new outlook and new measures and demands a reunited Catholic Church. It visualises a Church in which the divided heritage of the past will be possessed by the whole in common and suggests that a basis of the United Church be the acceptance of the Holy Scriptures, the Nicene Creed, Baptism, the Holy Communion and a commonly acknowledged ministry. It claims the Episcopate as one means of providing such a ministry.

LATEST BRITISH TRADE FIGURES.

IMPORTS STILL ABOVE EXPORTS.

London, August 11.
The Board of Trade returns for July show that imports totalled £163,342,000 as compared with £153,065,000 for July, 1919. Exports totalled £137,451,000 as compared with £63,315,000 last July. The increases in exports include £67,940,000 in manufactured articles, £21,406,000 in cotton goods; £6,105,000 in woollens.

Imports for the seven months of 1920 total £1,196,328,000 as compared with £869,652,000 last year and exports total £774,918,000 as compared with £400,071,000.

MANX IN LONDON.

AUTHORITIES "LOOK UNUTTERABLY SILLY."

London, August 10.
Archbishop Mannix arrived in London at an early hour. He was greeted at the station by a few Irish enthusiasts, but there were no incidents. He immediately drove off to a private destination. His only remark was that the authorities "put me to a little inconvenience and made themselves look unutterably silly."

NEW NAVAL COMMAND.

London, August 10.
Vice Admiral Sir William C. Pakenham has been appointed Commander-in-Chief of the North American and West India Station.

REUTER'S TELEGRAMS.

JOSEPH CHAMBERLAIN.

TRIBUTES TO HIS STATESMANSHIP.

London, August 11.
There was an interesting incident in the House of Commons on the occasion of the Prime Minister moving that His Majesty be humbly asked to direct the erection, at the House's expense, of a monument within the precincts of the Palace of Westminster to the memory of Joseph Chamberlain, with an inscription expressing the House's high sense of his eminent services to the country and Empire.

Mr. Lloyd George, in the course of a long and glowing tribute, said there were few men in the history of Britain who had retained the passionate attachment of so many millions of his countrymen over such a long period. Much of Chamberlain's policy remained in the ranks of acute controversy, but a large part was now beyond challenge by any section and large enough to accord him an exalted fame in the region of British statesmanship. His vision of the importance of strengthening the partnership of Empire had already been justified by the sternest and most searching test applicable to any proposal, namely that of a great world war. Mr. Lloyd George, after dwelling on his brilliant services in the region of domestic legislation, said that what Chamberlain had accomplished for the Empire, perhaps the Dominions were even better judges than the people at home. He aroused the national spirit, and awoke the consciousness of the imperative need of strengthening the bonds of fraternity between the various parts of the Empire. The notable part played by the Dominions in the great war, especially the alacrity with which they stepped in, was largely attributable to what he did in arousing a sense of partnership and collaboration in the various parts of the Empire. (Cheers.) The future would alone reveal the full extent to which his labours had contributed to the fashioning of the destinies of the Empire and, through the Empire, of the fate of mankind. Mr. Lloyd George quoted Mr. Gladstone as having said, after the retirement of Chamberlain, that he was the most remarkable man British politics had produced in the past forty years.

Mr. Asquith, in seconding, equally cordially paid tribute to Chamberlain's qualities and character.

The resolution was unanimously carried.

PEACE WITH TURKEY.

THE TREATY SIGNED.

Paris, August 10.
The Turkish Treaty has been signed at Sevres.

ITALO-GREEK DISPUTE SETTLED.

London, August 10.
The Italo-Greek dispute, which has been delaying the signature of the Turkish Peace Treaty, is ended. Agreement has been reached by the two countries regarding Dodecanese whereby the small islands will be transferred to Greece, while regarding Rhodes the period in which the plebiscite must be held is extended from five to fifteen years. Greece gives preference to the Italian Archaeological School as Athens regarding investigations on the island of Cos. The Convention contains no stipulations regarding Smyrna.

THE POLISH FIGHTING.

WARSAW IN DANGER.

Warsaw, August 10.
A communique says: "Enemy cavalry continue to press the Poles in the direction of Miawa and have temporarily captured Ciechanow." The War Minister, M. Lesniowski, has resigned and been replaced by General Sutmowski.

The importance of the above communique lies in the fact that Ciechanow, which is 45 miles north-west of Warsaw, is a vital point on the Danzig-Warsaw Railway, which the Bolsheviks have thus cut, rendering the position of the capital most dangerous.

COUNTY CRICKET.

Hants beat Somerset by 191 runs.

Lancs beat Norths by 93 runs.

Kent beat Gloucester by 80 runs.

Warwick and Northants drew.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 12.
All the Japanese instructors in the Frontier Defence Army, 150 in number, have been paid off and sent back to Japan. A sum of about \$400,000 may be thus saved annually.

On receiving a report that disturbances have occurred in the north-west of Inner Mongolia, the State Department has despatched two commissioners thither, and the President has also persuaded Chung Jik-lin to return to Fengtien to protect the Eastern Railway.

In reply to a proposal made by the Government for a loan, the Bank Group has declared that no loans can be advanced until the Government is firmly established and good guarantees are given. A declaration must be made that the money is only for disbandment of troops and reorganisation, and not for military purposes.

EARLIER TELEGRAMS.

FAR EASTERN AFFAIRS.

London, Aug. 10.
In the House of Commons, replying to Mr. Richardson, Mr. Cecil Harmsworth said that Sir Beilby Alston, British Minister in China, in the course of his journey home via Washington informally discussed matters of mutual interest in the Far East with Sir Auckland Geddes, British Ambassador at Washington, and Mr. Bainbridge Colby, the American Secretary of State.

A memorandum is being drawn up, but it has not yet been handed to Lord Curzon.

FRANCO-BELGIAN MILITARY AGREEMENT.

Brussels, Aug. 10.
It is authoritatively stated that the Franco-Belgian military

ANOTHER AMAH SQUABBLE.

TROUBLE IN MILITARY QUARTERS.

Summoned on two charges of disorderly conduct and assault against her master and mistress respectively, an amah, whose defence alternated between a desire to contradict all that was said against her and to indulge in hysterical weeping for effect, appeared before Mr. N. L. Smith at the Police Court this morning.

The complainants were Corporal Ross and his wife, living at the Military Quarters, at No. 1 Kennedy Road.

The defendant, who pleaded not guilty, stated that, with regard to the charge of assault, she would not think of committing this offence against Mrs. Ross, her mistress. Moreover, her mistress did not hurt her; it was her husband who did. The tea cup which was alleged to have been flung by herself was broken by her master who did it on purpose yesterday so as to use it as a piece of evidence against her. Her wages had not been paid up to date. It was the custom of the complainants to pay her small sums from time to time. Yesterday morning she was asked the reason why she turned up so late for the morning's work, and on her asking them to pay her overdue wages she was assaulted by the Corporal, who caught her by the neck and attempted to strangle her.

In evidence, Corporal Ross told the Magistrate that the amah had been with them for some weeks on a pay of \$12 monthly. She was last paid on the 21st of last month. On the 10th instant the amah had some trouble with his wife, the nature of which he could not say as he was on guard at the time. But from what he was informed by his wife afterwards, it appeared that the amah refused to darn some stockings, on the ground that the needles and thread had been blown away by the wind. His wife who was in delicate health, said that the amah then caught her by her dress and dragged her from the bedroom into the sitting room. Her dress was torn.

Continuing, witness stated that yesterday morning at about 7.30 he came from early morning parade for breakfast. He was due to go on parade again later but found that the amah had not turned up to make the fire, in consequence of which he had to attend to this domestic matter himself. His wife, who was ill in bed, naturally got up to offer assistance in this regard when she saw that he was left to it. At 7.35, the amah turned up, 25 minutes later than the stipulated time. When witness questioned her, she became excited, shook her clenched fist in his face, and ran out into the verandah, when she screamed words to the effect that she was being strangled. It was not a fact that he attempted to strangle her. It was an endeavour on her part to turn the tables when she knew that he was going to take action against her.

In reply to the Magistrate, the amah said that it was inside the kitchen that the attempt to strangle her took place. It was witnessed by the amahs in the other quarters who saw the occurrence through the windows which were left open.

Resuming his evidence, Corporal Ross said that the amah demanded her wages and refused to do any work. He then told her that she must give a week's notice, or accept forfeiture of a week's pay. At this she flew into a rage and hurled a tea-cup at his head. The missile missed him.

The amah reiterated that she was assaulted by her master who attempted to strangle her, until going out on to the verandah, she called out to the other amahs to "Save life". Her employers were very miserly, and other amahs who were employed by them could not put up with them. They came and went from their service frequently.

His Worship ordered that the amah be bound over and that the complainants should pay her the

KOWLOON NOTES.

(BY "THE FERRYMAN")

Good fortune still continues to smile on the Kowloon Lawn Bowls Club, which now heads the League table with a run of three successive wins. Tai-koo, the one-time invincibles, are the latest to go down before the Kowloon bowlers, an outstanding fact in this connection being that Tai-koo's only two losses this season have been inflicted by Kowloon teams.

K.C.C., concerning whom a local poet was recently inspired to verse, have gone off somewhat, having had to acknowledge defeat last week from the Police. The K.R.G.C. players have a lot to go through yet, but if they keep up present form they ought to win the championship.

The "Saturday night problem" is being solved this week. Once again we are to have the pleasure of hearing "The Black Cats" at the K. C. C. open-air concert to-morrow night. "Lena" will be there, as bright and chirpy as ever. And besides these happy entertainers the Wiltshire Band will supply harmony. You're going, of course?

Kowloon needn't fear any water shortage, for according to the latest returns there were on August 1st over 352 million gallons in the reservoir. I see the Daily Press says that "curiously enough the figure was the same on the corresponding date last year." This "curious" fact is explained by the circumstance that the reservoir's contents were level with overflow on both dates. In other words, it was full up and couldn't hold any more.

Further equipment has been added to the Kowloon children's playground, which is daily crowded with happy youngsters. In fact, so many kiddies go there now that there is hardly room enough for them. However, there's plenty of waste ground adjoining, and I hope the Government will soon increase the size of the playground and add more swings, etc. But where is that caretaker?

I see that there has been a good deal of talk about dangerous motor driving on the Hongkong side, but we've the same sort of thing to put up with in Kowloon. It's a frequent occurrence to see cars and cycles dashing up Nathan Road at break-neck speed, and I often wonder why there are not more accidents. What on earth do these people think they are doing? Anybody would imagine that they were trying to teach their machines to fly.

The other day, a motor cyclist was seen scorching along Chatham Road, past the children's playground, at a speed that must have exceeded forty miles an hour. But there may have been some excuse for this chap, if all I hear is true. The owner has spent more money and curse-words on this bike than he can keep count of. It is one of those machines that prefers the repair shop to the road. Fine looking bike, mind you. Well, the man who was riding it says he was so astounded when it really did go that in the excitement he turned the controls the wrong way and found himself flying over Hunghom railway bridge before he really "came to."

Expressing a fear that the complainants would not comply with this order when she turned up at their quarters to obtain her wages, and moreover that she would run the risk of being again assaulted, the amah made the suggestion to the Magistrate that she would send a deputy in the person of another amah to get the money. His Worship acquiesced, and in her gratitude at this mark of kindness from the Magistrate the

HONGKONG BANK VICTIMISED.

SHROFF DISAPPEARS WITH \$42,000.

The Hongkong and Shanghai Bank has been victimised to the extent of \$42,000 by a dishonest shroff who yesterday absconded with the money, which was in notes of \$100 and \$500 denominations.

The Canton and Macao Police authorities have been telegraphed to keep a watch for the shroff, who, it is surmised, will decamp to either of those two places with his loot. The local Police are also on the look-out.

Chan Sui Chuen, the wanted man, who is 40 years of age, has been employed as a receiving shroff for three years in the Cash Department of the Comptroller's Office. The money was yesterday morning paid into the bank by the Wing Tak Bank, Wing Lok Street, and after stating that the money was paid in the form of a cheque, the shroff is alleged to have pocketed the sum. He did not put in an appearance at his desk after the tiffin interval.

Investigations into the account books proved the loss of the sum. It was ascertained that Chan, after leaving the Bank, returned to the mess quarters of the Comptroller's staff at Stanley Street, packed his belongings and presumably made his departure from the Colony.

DAY BY DAY.

"The Quaints" are returning to Hongkong shortly and will play at the Theatre Royal on the 19th and 20th instant.

Mr. and Mrs. George Grimble left to-day by the Tenyo Maru, accompanied by Miss D. Grimble. By the same boat, Mr. and Mrs. T. W. Simmons were passengers.

Assuming the role of a Revenue searcher, the coxswain of a fire float which was anchored off Status Pier yesterday, detained a Chinese who was found to be in possession of 42 tins of opium. This man said that he was engaged as a carrier by another man who took to his heels when he saw the opium being seized. A fine of \$2,000 or six months' hard labour, was inflicted on the arrested man at the Police Court this morning.

Among the callers at the Civil Governor's yamen yesterday afternoon (says the Canton Times) was Mr. H. Goffe, the British Consul General at Canton. Mr. Goffe enquired whether or not the export of limestone from the Sheung Shik Ling Wu Shek Quarry in Fayon was prohibited. It is reported that the stones from that place are not prohibited for export, but miners in that place have recently discontinued their work because of their inability to meet the increased expenses of transportation to the city. The stone is used in making cement.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 13 1/4d.

THE WEATHER.

2 p.m. Barometer:—29.69. Temperature:—86. Humidity:—79.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW

K. C. C. Open-air Concert—9 p.m.
Coronet Theatre—5.15 and 9.15 p.m.

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FUTURE OF SILVER.

A HOME COMMENT.

Just before the outbreak of the great war the price of silver in the London market, which was, and still is, the world's chief silver market, was slightly above two shillings per fine ounce. In February of the present year the price touched 7s. 5½d., a level for which no parallel can be found for hundreds of years. Last week (says the Scotsman of June 21) the price was at one time down to about 3s. 8½d., before recovering to 4s. 1½d. These startling fluctuations, the sensational rise, and the equally sensational decline, attract possibly a passing notice from the public as an economic phenomenon resulting, like so many other price movements in some mysterious way from the war. But there is every reason to doubt whether the ordinary citizen has any idea that these extraordinary movements in the silver market are a matter of concern to him. As a matter of fact, the course of silver prices does affect in one way or another every person in the United Kingdom; and the mere fact that, because the Chinaman or Indian has ceased to buy silver, for which recently he exhibited for a long period what seemed to be an insatiable appetite, certain effects are thereby produced upon economic conditions in the United Kingdom, is an instructive illustration of the interdependence of nations under modern conditions of civilisation.

When we come to examine a few single instances of the actual and possible effects of the movements of the silver market upon economic life in this country, it will become obvious that the outlook in that market is a matter of close material interest, not only to the academic economist, the financier, the manufacturer, and the exporter, but also to every citizen in his capacity as consumer of many commodities of general use.

The first fact that it is necessary to remember is that the quotations of the Eastern exchanges—that is the value of the currencies of Eastern countries as expressed in sterling—move up and down closely with the rise and fall of silver prices. When silver goes up the exchange value of Eastern currencies rises; when silver goes down the exchange value of Eastern currencies falls in proportion. The recent sensational collapse in the silver market has accordingly depreciated the Eastern currencies. This means that for the great and various supplies of produce and raw materials that, week by week, month by month, we have to buy from the East, we are now paying in terms of British currency much less than we were paying a few months ago. From this the British consumer benefits, and he will benefit the more as the full effect of the recent silver decline comes into play. If one enumerates the commodity markets in which price declines have recently taken place, one will find that most of these markets are those in which the course of quotations depends to a great extent on Eastern supplies or Eastern demand, as the case may be. The question of Eastern demand for British goods brings us to the other side of the picture. The fall in the price of silver, which is advantageous to the British consumer, is disadvantageous, not only to the Mexican American, and Canadian producer, but also (for the moment at any rate) to the Lancashire cotton manufacturer. The decline in the value of silver has immediately resulted in a suspension of fresh buying orders for cotton goods for China, and the fall in the value of the Indian rupee has similarly checked Indian demand.

This check in the flow of Lancashire exports to two very important markets dominates the cotton position at the present time. And, although cotton manufactures form such an important portion of our trade with the East, they are very far from being the only exports which Britain sends to Eastern countries. Other manufactures relying partly on Eastern markets find the fall in silver a matter of close importance to themselves. Yet other manufactures, who depend upon the East for their raw material—such, for instance, as the jute consumers of Dundee—will view the recent course of the silver market with different feelings.

Naturally, the fall in silver brings to the surface serious problems in Indian finance; but even in connection with purely domestic British national finance, the fall in silver touches an interesting point. When the price of silver rises above 65½d. per ounce it becomes no longer possible for the British Mint to mint our silver coins without incurring pecuniary loss on the operation. When recently the silver quotation was approaching 80d. per ounce the Treasury decided to take action to protect the taxpayer from this loss, and Mr. Chamberlain passed through Parliament an Act providing for a lower proportion of silver to be used in minting British silver coinage. With silver now down far below the "profitable minting" point it would seem to be superfluous to put the provisions of this Act into actual operation. If the operation is suspended, it will relieve those economists who (though there are reasons in this case why their warnings did not carry complete conviction) expressed the fear lest Gresham's Law should operate, and the debased coin drive the old coin out of circulation. An even more important financial possibility is raised by the silver slump—namely, the chance of its affecting the price of gold. As the price of silver soared, the multitudes of metal hoarders of the Eastern countries began to ask the question: "Is it possible to say to-day that gold is the place of silver? The question arises whether, now that the price of silver has reacted so far, the hoarder will not return to his old habits, buy up silver now that (compared with recent times) it is cheap, and bring out his gold from its hiding places. In a recent discussion at the Royal Statistical Society, following a learned paper on silver and gold by Mr. Bridley Sherras, the Director of Statistics to the Indian Government, the view that this might happen, and produce a reduction of the present premium on gold, was voiced by Sir Charles Addis, of the Hongkong and Shanghai Banking Corporation. Mr. Sherras himself was less hopeful. What ever may prove to be the true line of prophecy in the matter, this aspect of the silver question is of considerable importance in view of the fact that China's acquisitions of gold in recent years are estimated to amount to no less than 200,000,000 sterling.

"UNHOLY CURIOSITY."

ANGLO-CATHOLICS AND SPIRITUALISM.

In a paper on "The Faithful Departed: Our Attitude Towards Spiritualism," read at the Anglo-Catholic Congress in the Albert Hall, London, the Rev. Arnold Pinchard, secretary of the English Church Union, referred to the claim of the Spiritualists to the achievement of communication between those in this life and those who had departed from it.

No one who had been instructed in the Catholic faith, he said, could for a moment be led away by this false and delusive claim. To such persons the utility and danger of those experiments were so obvious and demonstrable that they could only regard them with contempt because of their inevitable futility, and with dread because of their equally inevitable consequences.

It was impossible to suppose that the spirits of just men made perfect could be at the beck and call of this medium or that to satisfy a sentimental and often unholy curiosity, through means of communication that were as ludicrously unscientific as they were in result unsatisfactory.

It was equally impossible to believe that these exalted beings could possibly be the source whence came the drivelling and meaningless messages to which the deluded votaries of this cult attached so fond and extravagant an importance.

On the other hand, he urged, there was a grave danger. If as seemed probable on the evidence, there was some real communication carried on by these means with the spirit-world, it was entirely possible that those who responded from the other side were either wandering spirits of the lost, earthbound perhaps, but certainly antagonistic alike to God and man, or still more probably, members of the Hierarchy of Darkness—devils who took advantage of the folly and credulity of man in order to lure him away from God and from the truth as it was in Jesus, and to gain ascendancy over the spirit of the individual with malign intent and disastrous results.

No test could be devised which would exclude the possibility of impersonation, since the spirit mind, with its immense intellectual range and opportunity, had easy access to all knowledge of any past event which was to be found in human consciousness. The closest secret of one's past life, and even facts of which one had no conscious recollection, might be seized upon and used by diabolic agency for the purposes of deception with an ultimate inimical intention.

To Catholics, then, the utility and danger of such experiments were obvious, for they saw and deplored the evidence of the truth of their judgment in the spiritual, moral, or intellectual degradation which the votaries of this cult of folly and wickedness exhibited. For them it would be as revolting as irreverent to suppose that the spirits of any beloved in the flesh now made perfect could be at the mercy, so to speak, of such methods of approach, or that their heavenly peace should be disturbed in so trivial a manner.

After several weeks, the Major, by means into which it would be unwise to go, eventually became engaged in the Bolshevik counter-espionage service as an Austrian, who had lived for two years in America and spoke a little English.

Dressed now in Russian clothes, Major Bailey left by train for New Borkhara, where an extraordinary thing occurred. The Bolshevik agent who was accompanying him received a wireless from Moscow asking if any news had been received of the "Anglo-Indian officer Bailey." Major Bailey helped to draw up the reply—which was not calculated to prove very helpful.

BRITISH OFFICER'S ADVENTURES.

MAN OF MANY DISGUISES.

The sudden reappearance on the Persian frontier, after a period of prolonged silence in Central Asia, of Major F. M. Bailey, the Indian political officer, has led to much surmise, and the account of his adventurous experiences, received by Reuter, will serve to increase the interest.

In August 1918 Major Bailey arrived in Tashkent, in Asiatic Russia, having been sent on a special mission to the local authorities by the Government.

He had several interviews with the local Bolshevik authorities in Turkestan, but was unable to get any satisfaction from them.

Then there came to the notice of Major Bailey through friends in the wireless service, who were subsequently shot, that a message had been received from Moscow ordering his arrest.

DECIDED TO DISAPPEAR.

In view of this Major Bailey decided to disappear. Through assistance of a certain friend he was enabled to enter a house in his ordinary attire, and to emerge from another disguised in Austrian uniform. A rigorous, but fruitless, search was made for him all over the town.

At the end of a fortnight he ventured, in disguise, to drive a cart out of the town, but failed in an attempt to leave Turkestan, all the roads being rigorously guarded.

Major Bailey ultimately realised that there were only two ways in which he could effect his escape: either to get employment in the Bolshevik administration, or to make a bolt across the desert, which at the season of the year, owing to drought and heat, was impossible.

A BOLSHEVICK SPY.

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THROUGH THE DESERT.

At the very end of their journey on the Persian frontier they ran into a patrol of native Bolshevik troops, who at once opened fire upon them. Their aim was very wild, and although Major Bailey and his companions disposed of two of the Reds, none of the band of fugitives was hit.

After these experiences another five days' march brought Major Bailey and his companions to safety at Meshed.

Whether, now that the price of silver has reacted so far, the hoarder will not return to his old habits, buy up silver now that (compared with recent times) it is cheap, and bring out his gold from its hiding places. In a recent discussion at the Royal Statistical Society, following a learned paper on silver and gold by Mr. Bridley Sherras, the Director of Statistics to the Indian Government, the view that this might happen, and produce a reduction of the present premium on gold, was voiced by Sir Charles Addis, of the Hongkong and Shanghai Banking Corporation. Mr. Sherras himself was less hopeful. What ever may prove to be the true line of prophecy in the matter, this aspect of the silver question is of considerable importance in view of the fact that China's acquisitions of gold in recent years are estimated to amount to no less than 200,000,000 sterling.

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SHEFFIELD STAINLESS RAZORS

WE HAVE JUST RECEIVED CONSIGNMENT

OF

HIGHEST GRADE SILVER PLATED WARE

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— IN —

CAKE DISHES, FRUIT STANDS, EGG FRAMES,
TEA & COFFEE SERVICES.BUTTER DISHES, CUTLERY CABINETS,
ENTREE DISHES, SAUCE BOATS, ETC.

"STERLING SILVER WARE IS OUR SPECIALITY."

WATSON'S

E
WHISKY.

MILD, MELLOW, MATURED.

Pre-war high quality still maintained

A. S. WATSON & CO., LTD.

TELEPHONE 616.

ADMIRAL'S GUNNERY INVENTIONS.

SIR PERCY SCOTT SUES MESSRS. VICKERS.

In the King's Bench recently Admiral Sir Percy Scott sued Messrs. Vickers, Ltd., for an account of sums which, he alleged, are due to him in respect of percentages on the sales of a number of inventions relating to gunnery. Sir Edward Carson, K.C., for the plaintiff, said that Sir Percy Scott had devoted a great deal of his time to making inventions in relation to gunnery, and particularly as to sighting arrangements, which had been adopted through-out ships of His Majesty's navy and many ships of other countries.

In 1903 Sir Percy invented the "Hero" sight, so-called because it was first used on a ship called the Hero—and there was an agreement by which Admiral Scott was to be paid 20 per cent. of the selling price of any of these goods manufactured by Messrs. Vickers, Limited. Other inventions and improvements were handed over to the defendants, the agreements being that they should have the sole right of manufacture, and it was alleged that all those inventions came under the original contract.

There was, said counsel, no contract except the original one of 1903, and the matter had been going on a very indefinite way for many years. The plaintiff claimed now an account from the defendants of all the sales of all those different apparatus, instruments, and devices.

Having claimed, an account, continued Sir Edward the matter in dispute might shortly be put in this way—the defendants could not object to an account because no account had ever been furnished.

What the defendants said was that the plaintiff was not entitled to an account on the basis he alleged of the 20 per cent. on the selling price of the invention, but only to 10 per cent. up to a certain date, and subsequently to the 20 per cent. of the profits on the sale of the inventions. That made a very great difference.

In February, 1903, said Sir Edward, plaintiff agreed to give the defendants the exclusive manufacturing and other rights in his invention, in consideration of which Sir Trevor Dawson, for the defendants, agreed to pay the plaintiff two hundred pounds and a royalty of 20 per cent. on

the selling price of all such sighting contrivances supplied by them.

The defendants said that on February 9, 1905, they agreed to pay, and the plaintiff accepted, £12,000 in settlement of all royalties on sighting arrangements which might be due to the plaintiff down to January 9, 1905. Certain matters, including telescopes, clocks, and transmitters, were not included in the compromise. The defendants suggested that that agreement in some way or other determined the original contract.

AN INVENTION.

The plaintiff went on to make other inventions of which the defendants were to have exclusive manufacturing rights, and on which the plaintiff was to receive royalties in the same manner as before, in accordance with the 1903 agreement. The "director firing gear," particulars of which were still secret, was not to be described more particularly. The defendants denied, however, that Sir Trevor Dawson ever agreed to pay the plaintiff royalties on the selling price of the plaintiff's "Director firing gun" at the same rate as was provided by the letter in February, 1903, or at all. The defendants had failed and refused to render the account. The plaintiff also had never received any account of transactions between the defendants and Sir W. G. Armstrong Whitworth and Company, the Elswick firm. The defendants had from time to time given the plaintiff sums of money as coming from the Elswick Company.

The main question to be determined, said Sir Edward, was what was the contract in relation to the firing gear and other inventions from 1905 down to 1910-1911, as stated in the defence. In one letter Sir Percy said that a very large amount must now be due to him, and he asked the defendants to forward a cheque, as his super-tax was now overdue. Again Sir Percy wrote, "I have heard of the enormous sums that you have received, and I am not satisfied with what has been paid to me."

In another letter read by counsel Sir Percy said: "For me to receive £200 a ship when I understand the installation cost £5,000 seems a very little sum for the invention. I certainly thought you had taken the sum of £200 from me for the same reason as my other inventions." The hearing was adjourned.

LAWN BOWLS.

KOWLOON TOPS THE LEAGUE.

The latest League matches were of more than ordinary interest by reason that it was the first meeting of Kowloon and Taikoo, and also that the Police, who lost to Kowloon and Taikoo Club on the latter's ground by two points in their first encounter, were playing the return match at Happy Valley. Kowloon won against Taikoo by 13 points, gaining a comfortable lead early in the game and keeping it all the way through. The Police had their revenge over the K.C.C., coming off victors by 14 points. The Scores were as under—

Kowloon	68	Taikoo	55
Police	65	K.C.C.	51

LEAGUE TABLE.

Club	P	W	D	L	Pts.
Kowloon	8	3	—	5	6
Taikoo	5	3	—	2	6
Police	6	3	—	3	6
K.C.C.	4	2	—	2	4
Civil Service	6	1	—	5	2

FRAWLEY SEASON.

"THE BRAT" STAGED.

The Frawley Company arrived yesterday afternoon at 4 o'clock from Canton, where they had a successful season of three nights. At the eleventh hour the programme had to be altered owing to the indisposition of Mr. Bellis who had an important role in "A Pair of Queens," the play that was advertised for last night. In its stead "The Brat" was staged. Miss Clariel Fontaine, in the title role, was extremely clever, acquitting herself with signal success. She was the recipient of a handsome bouquet, a testimony of the appreciation of the audience at her refined acting. The other members of the cast were also in fine form, while special mention must be made of Mr. Frawley, who gave a very correct rendering of his part.

To-night the Company play "The Thirteenth Chair" which is a piece full of thrills, suspense and anxieties from beginning to end—a melodrama in three acts. In these days when the Press in Europe and America are keenly discussing the question of "Spiritualism" the handling of this important subject by the talented members of this Company will be followed with much interest. Briefly, the story is one of two murders and the attempt to solve the mystery in connection with them. Helen is engaged to William and the match has the approval of his parents. Edward Wales appears on the scene and he wants the announcement of the engagement to be deferred for 24 hours. Wales explains that marriage is

NAVAL CONCERT.

ON THE "TAMAR".

An impromptu concert was held last evening on board H.M.S. Tamar. The artists were drawn from the various naval boats in the Harbour, and they received great applause from a large and appreciative audience. The programme was as follows:—

- PART 1.
1. Pianoforte Selection, Ch. E.R.A. Chapman.
 2. Song, "I care not for the stars that shine," S.P.O. Sullivan.
 3. Comic Song, "Fourteen and sixteen per week," Ch. St. Fitzer.
 4. Concertina and Violin duet, P.O. Mason and A. B. Hunter.
 5. Comic Song, "Swim, Sam, Swim," S.B.S. Berryman.
 6. Song, "I'm sorry dear," E.R.A. Lander.
 7. Indian Clubs, Axe and Cutlass Display, P.O. Horna.
 8. Comic Song, "Sailors Don't Care," 1st Writer Barry.

PART 2.

1. Song, "Thora," E.R.A. Lander.
2. Comic Song, "Parody on 'Tennessee,'" A. B. Brown.
3. Violin Selection, E.A. Quick.
4. Humorous Skit, C.P.O. Spittigue and Mr. A. B. Allan.
5. Song, "I was jealous and hurt," S.P.O. Sullivan.
6. Banjo Selection, Ch. St. Fitzer.
7. Song, "Friend O' Mine," S.B.S. Berryman.

1st Writer Barry proved himself a natural comedian with his "Sailors Don't Care" which gives a true description of Jack ashore. It was announced that these concerts will be held fortnightly, so it is anticipated that the Fleet will furnish the residents of the Colony with the pleasure of some really good talent during the forthcoming winter. The organisers of this social function are to be congratulated on the success attained.

a lawful game, and that a 24 hours delay would not materially affect the lovers. A scene is arranged by Wales in which Madame Rosalie La Grange plays an important part. Madame Rosalie explains that there is no trickery in all that she is going to do. She will impress the audience and convince them that she has occult power of some sort. The scene from this point is one of immense excitement. The acting throughout is excellent. It is hoped that all lovers of good acting will take advantage of the occasion offered of seeking this unique play.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Nestle & Anglo-Swiss Condensed Milk Co.	\$100
Pupils Bellio's Girls' School	30
Ten Disappointed Sportsmen	25
Hongkong Electric Co. Ltd.	250
Hongkong & Shanghai Banking Corp'n	100
J. D. Hutchison & Co.	100
Hon. Mr. P. H. Holyoak	100
Reiss & Co.	100
E. D. Sassoon & Co.	100
David Sassoon & Co. Ltd.	100
H. Skott & Co.	100
Dodwell & Co. Ltd.	75
A. S. Watson & Co. Ltd.	50
W. G. Humphreys & Co.	55
Asiatic Petroleum Co. Ltd.	50
Bradley Co. Ltd.	50
Carmichael & Clarke	50
Douglas Steamship Co. Ltd.	50
Gibb, Livingston & Co.	50

"THE SILENT BAND."

TO APPEAR IN KOWLOON.

"They" have done it. All the absurd prejudices have been broken down and the heated talk about "The Silent Band" will receive a rude shock to-morrow evening, when khaki and white will mingle together, khaki providing part of the evening's musical feast. How it was brought about goodness knows, except perhaps it may be found in the fact that the Kowloon people are more sociable and more of a family than the Hongkong residents. Anyway, to-morrow evening, in a fairy setting of multi-coloured lanterns, tasteful designs and foliage, the band of the Wiltshire Regiment will discourse music in the cool grounds of the K.C.C. That in itself would prove a decided treat these sultry evenings, but, in addition to the band, we have "The Black Cats" and those who were fortunate enough to witness the performance of this talented troupe a few weeks ago will agree when it is stated that this local combination of unbridled humour, and merriment and just a few soft passages provide a high class programme. Combine "The Black Cats" and the band and you are assured of an evening's al fresco enjoyment which is rare and refreshing fruit of this Colony.

We are also given to understand that the Committee in charge of these concerts intend acting on experience gained and are introducing a few improvements. Better and more adequate seating accommodation will be provided, a cold snack bar will dispense toothsome delicacies and there will also be improved facilities for attending to the wants of the thirsty.

Remembering the hard work behind the scenes which these concerts must entail, we have much to thank the Concert Committee for. They are a happy band of workers and to show what a jovial family they all are this second concert has been arranged on the eve of the departure on Home leave of a well-known and much esteemed member of the Club, familiarly known as "Jimmie," prominent in golf and bowls. He will be among the guests of honour on Saturday evening and may be assured of a good send-off.

And all those who attend may be assured of being sent away thoroughly pleased with the whole show. All that is wanted is a fine evening.—Contributed.

PETERBOROUGH CATHEDRAL CENTENARY.

The 800th anniversary of Peterborough Cathedral was celebrated recently. In the course of his sermon Bishop Brent, of Western, New York, referring to the tomb of Queen Catherine of Aragon, said that modest tomb was a lifelong protest against the desecration of the marriage laws.

NEW ADVERTISEMENTS.

THEATRE ROYAL

FRAWLEY COMPANY

In a season of the Latest and Greatest of London and New York Successes

TO-NIGHT

at 9.15 p.m.

"THE 13th CHAIR"

BY SPECIAL REQUEST.

SATURDAY, Aug. 14th. LAST NIGHT "THE MAN WHO CAME BACK" This play is at present creating a furor in London.

Booking at MOUTRIE'S.

MESDAMES.

LES MODES CINETTE. DE LA MAISON C. BONNARDEL.

Most of the large selection of Hats imported from Paris having been sold, and not desiring to send the remainder back to Paris, the representative of the above firm, who is shortly returning to France, will sell the rest of this dainty new stock to the Ladies of Hongkong at cost prices.

HOURS 10 a.m. to 1 p.m. 4 to 6 p.m.

ALSO BY SPECIAL APPOINTMENT Room 250, HONGKONG HOTEL.

SUDDEN DEATH.

DEMISE OF MR. A. E. L. DE SOUSA.

It is with deep regret that we learn of the death of Mr. A. E. L. de Sousa, second son of Mr. E. V. M. R. de Sousa, former Consul General for Portugal in Hongkong. The deceased, who was only eighteen years of age, was at business at his father's office on Monday and Tuesday, but on Wednesday he remained at home in Kowloon, complaining that he was not feeling too well. Later he became unconscious and though everything possible was done for him he passed away yesterday afternoon. It is thought that sunstroke was the cause of his untimely death. In their heavy bereavement, the utmost sympathy of the whole Colony will be felt for the family. The deceased, who was a very bright and popular young man, was keenly interested in sport, and he was developing into a very clever jockey, figuring with success at Gymkhanas and Race Meetings. The funeral takes place this evening, passing the Monument at 5.30 p.m.

ANOTHER MOTOR ACCIDENT.

Another motor car accident occurred yesterday. A Chinese girl was knocked down at Landale Street in the Wanchai district by a motor car whose number has been ascertained to be 368.

The girl, suffering from severe injuries, was subsequently removed to the Government Civil Hospital.

LOVE TROUBLES AT 16.

A 16-year-old housemaid employed at Polam School, Dartington, is said to have attempted to set fire to the place because "she was distracted owing to her young man giving her up." Recently she put a basket chair on the fire, and then placed it against some curtains in the room. Next day, according to evidence given in the local police court, she tried to set fire to bedclothes in two rooms. The girl has been sent for trial.

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THESE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. —

KOWLOON CRICKET CLUB.

SATURDAY, AUGUST 14th 9 p.m.

THE BLACK CATS. THE BLACK CATS. THE BLACK CATS. THE BLACK CATS.

In new Songs and Scenes.

By kind permission of Lieut. Col. J. R. Wyndham & Officers, The Band of the 2nd Batta. WILTSHIRE REGIMENT will assist.

ILLUMINATIONS.

REFRESHMENT BUFFET.

Admission \$1.00 (by permission of the Government) A few reserved seats at \$1.50, booking and plan at Moutrie's.

A Special Late Ferry Will Run.

PUBLIC AUCTIONS.

THE Undersigned have received instructions from the Custodian of Every Property to sell by Public Auction on

Monday, the 16th. August, 1920, commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

A Quantity of Surgical Instruments, Medical Books, Drugs, etc. etc.

Also 1 Microscope 2 Operating Tables

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 27th. August, 1920, at 12 o'clock (noon)

at their Sales Rooms, Duddell Street.

(for account of the concerned)

The Wreck of the S.S. "CHIYO MARU"

as she now lies off the Lema Islands

Terms: Cash on fall of hammer when the wreck will be at purchaser's risk.

LAMBERT BROS.

Auctioneers.

Burglar & Fire-resisting

SAFES

"Prevention is better than Cure."

The Undersigned have just received a new consignment of Milner's Safes.

LAMBERT BROS.

Duddell Street.

WANTED.

FIFTY DOLLARS REWARD.—To whom will procure for rent a convenient and suitable European house not less than five rooms. Write with full particulars, P.O. Box No. 8.

WANTED.—Second-hand perambulator, must be in good condition. Colour white enamel preferred. Write Box 413 c/o "Hongkong Telegraph."

WANTED.—Clark required, Chinese, by European firm. Must have had experience of stock books, storing and deliver orders. Apply Box 411 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—"Abergeldie" 136 Peak. Apply 135 Peak.

FOR SALE.—Passenger and cargo steamer built in 1892, classed 100 A1 in 1919; length 465', breadth 52', moulded depth 26'. D. W. capacity about 6,000 tons. Three decks, woodstreaked. Sea going speed 15 knots. Large passenger accommodation. For further particulars apply Box 412 c/o "Hongkong Telegraph."

LOST.

LOST.—Green Indian Parrot with black and red ring round neck. Flew from No. 1 East Block Married Quarters, Queen's Road, afternoon of Sunday the 8th inst. Reward offered if returned to C.Q.M.S. Marsh at above address.

NOTICE.

The General Agents and Consulting Committee have this day declared an Interim Dividend of \$15 per share, payable to Shareholders on the Register on the 14th August 1920. Dividend Warrants will be payable on the 21st August 1920.

The Transfer Books of the Company will be closed from the 14th to 21st August 1920, both days inclusive.

JARDINE MATH SON & CO. LTD., General Agents,

CHINA SUGAR REFINING CO. LTD.

Hongkong, 10th August, 1920.

NOTICE.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1-) per share for account 1920 will be payable on WEDNESDAY the 25th August 1920. Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong. The TRANSFER BOOKS of the Company will be closed from Saturday 21st, August, 1920 to Wednesday the 25th August 1920 both days inclusive.

SHEWAN TOMES & CO. General Managers. Hongkong, 10th August, 1920.



"LENA."

one of "The Black Cats," who will reappear at the K.C.C. open-air concert to-morrow night.

MUSTARD & CO.

Connaught Rd. Central

Telephone No. 1186.

HOWE SCALES and WEIGHING MACHINES

Portable Platform Models
Portable Platform (Tide) Models
Grocer Models
Bathroom
Post Office
Eyes Balance
Spring Balance
Ascertained Counter

The Howe Scale Co., are the premier makers of America.

The name "Howe" is Standard in Scales.

The outstanding feature being BALL BEARINGS

Quotations given for any type. Track Scales a Specialty

SOLE AGENTS IN
CHINA, HONGKONG
AND MACAO.

THE BLUE FUNNEL LINE

REGULAR AND FAST SERVICES

LONDON SERVICE

(Direct)
 "DANFA" 15th August London, Amsterdam & Antwerp
 "PROMETHEUS" 20th August London and Hamburg
 "PROTHESILAUS" 31st August London, Amsterdam & Hamburg
 "ACHILLES" 9th Sept. London, Amsterdam & Antwerp
 "MENTOR" 21st Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

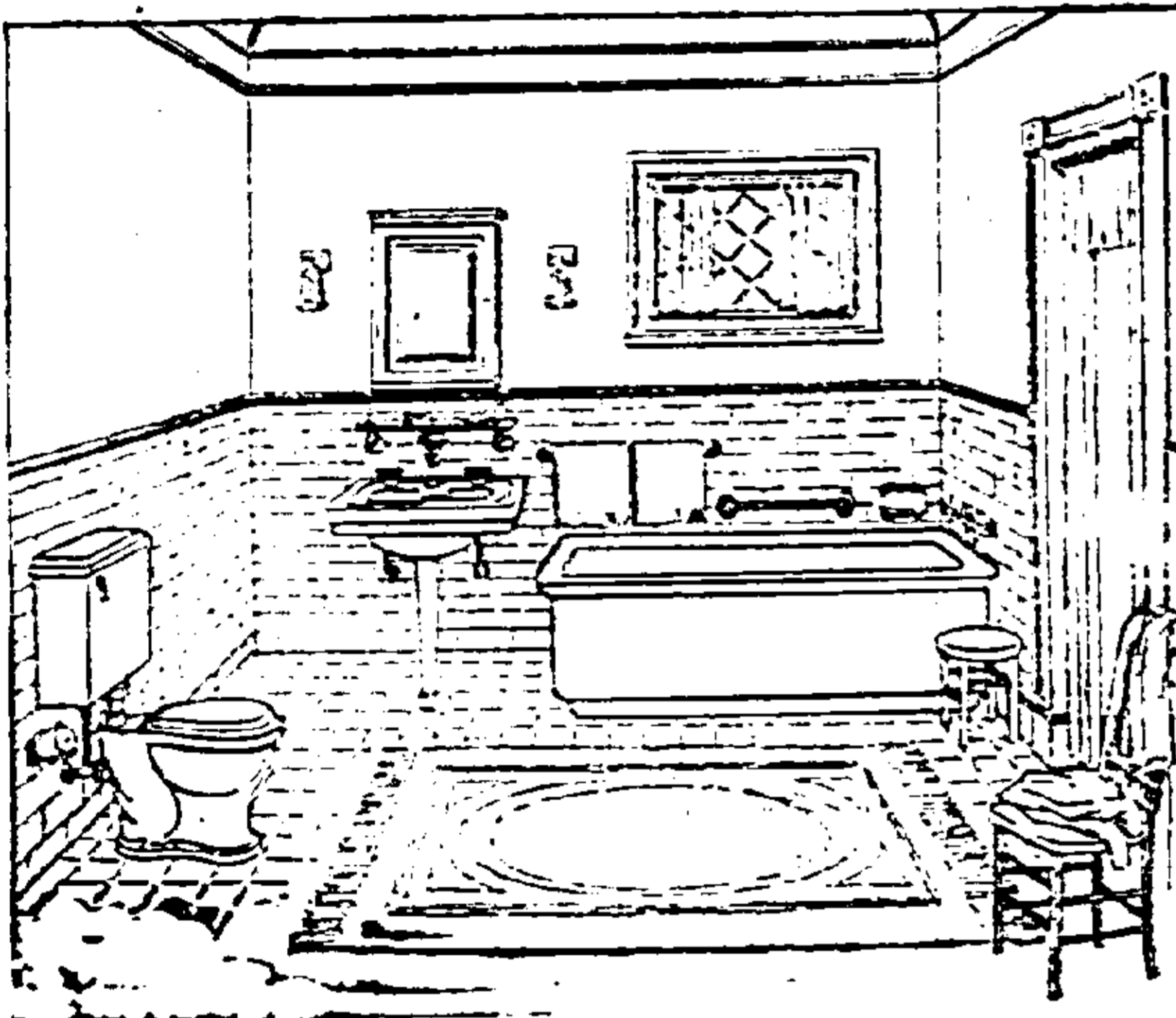
(Direct or via Continental Ports)
 "ALCINOUS" 18th August Havre and Liverpool
 "BELLEROPHON" 22nd August Genoa, M'les L'pool & Glasgow
 "RHESUS" 4th Sept. Havre and Liverpool
 "CYCLOPS" 11th Sept. Genoa, M'les L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "IXION" 19th August Victoria, Seattle and Vancouver
 "TALTHYBIUS" 7th Sept.
 "TYNDAREUS" 6th October

NEW YORK SERVICE

(via Suez or Panama)
 As per Joint Service Advertisement on Page 9.
 For Freight and Further Information Apply to
BUTTERFIELD & SWIRE
 AGENTS.



If you want a modern up-to-date Bathroom with fixtures from floor to ceiling call on us.

UNION ENGINEERING CO., LTD.

York Building.

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SINCERE'S SUMMER SALE

Now on for 20 DAYS only

GREAT REDUCTIONS!!

EVERY LINE A BARGAIN!!

"THE HONGKONG EMPORIUM"

TEL. 1967/8.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HONG-KONG.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for

"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
 Manager ... K.323.
 Secretary ... K.369.
 Harbour Engineer ... K.28.
 Telegrams "SEYBOURNE."

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From HULL, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENARTY."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 9th August, 1920.

"ELLERMAN LINE"

NOTICE TO CONSIGNEES.

From HAMBURG AND ROTTERDAM.

The Steamship "SWAZI"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 18th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD. General Agents.

Hongkong, 6th August, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

"PRINCE LINE FAR EAST SERVICE."

From NEW YORK

The Steamship

"MONGOLIAN PRINCE"

Having arrived, from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Thursday, 12th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN TOMES & CO. Agents.

Hongkong, 6th August, 1920.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

The Company's Steamship

"YOKOHAMA MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 18th August, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents.

Hongkong, 11th August, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE EAST ASIATIC CO., LTD.

From SCANDINAVIA

The Motorship

"CHILE"

having arrived from the above ports on the 18th Aug. 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 19th Aug. 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 18th Aug. 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO. Agents.

Hongkong, 12th August, 1920.

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SEATTLE

The Steamship

"WEST IVIS"

having arrived from Seattle via ports, on 13th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 19th Aug. 1920 by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognised after the goods have left the Godowns, and cargo undelivered on and after 20th Aug. 1920 will be subject to rent.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

STRUTHERS & DIXON, INC., Agents.

1st floor, Powell's Building,

12, Des Voeux Road Central.

Hongkong, 13th August, 1920.

SHIPPING

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between Japan ports, Shanghai, Hongkong and Macao and Amsterdam, Rotterdam, and Hamburg, Bremen.

FOR ROTTERDAM AND HAMBURG.

S.S. "TORA" Beginning of September.

FOR AMSTERDAM AND HAMBURG.

S.S. "BAARN" September.

FOR ROTTERDAM AND HAMBURG.

S.S. "TJIMANOEK" October.

FOR AMSTERDAM AND HAMBURG.

S.S. "KANDEAN" November.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

KONINKLYKE PAKETVAART MAATSCHAP

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

17th August.

Singapore, Penang and Belawan Del.

This vessel offers excellent cabin-accommodation for passengers.

Wireless Telegraphy

For freight and passage apply to:

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WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamer

For

SEATTLE - TACOMA - VICTORIA - VANCOUVER

via Kobe and Yokohama.

"DELIGHT" 8th September.

"MAQUAN" 10th October.

further sailings to be announced later. Thru B/Ls issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

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HONGKONG, CANTON & MACAO STEAMERS.

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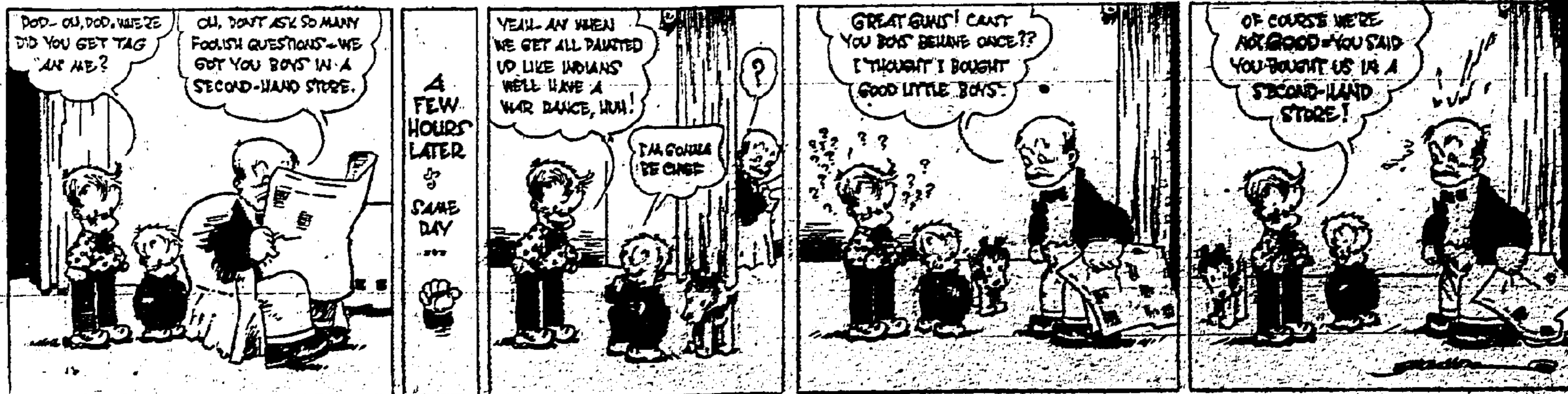
DOCTOR AND POWER OF SUGGESTION.

Sir Clifford Allbutt, in his presidential address to the British Medical Association at Cambridge, dwelt upon the enormous power of suggestion. "We hardly realise," he said, "that every hour we are living upon suggestions as we do upon the atmosphere. For good and evil suggestion affects us most vividly in the experience of active life but it is an intolerable deal of emotion potent also in the written word. Our everyday lives are still full of taboos and of magic of mutual mimicry. A certain man in the trenches, swallowed by mischance a spider, his mate told him it was a venomous insect, and foolishly he was carried off to the hospital, where he died. The spider was carried off too far; the man fell into a collapse very near death." Suggestion, added Clifford, had its temporary use but it was not educative. It was an intolerable deal of emotion potent also in the written word.

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The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 13, 1920.

AMERICAN SHIPPING BILL.

It is a pity that because of its really wonderful performance during the war the British mercantile marine should have aroused the jealousy of other nations. Yet that is a fact, as can be seen by legislative efforts in some other countries to bring about an alteration in the position. More particularly are we referring to the efforts of America and to the Mercantile Marine Act—so widely known as the Jones Shipping Bill. With the object of the measure—the provision for the United States of a mercantile marine commensurate with her position in the world, and to carry the greater portion of her foreign trade—there can be no objection on the part of any other country, for it is quite legitimate for America to take her proper place on the high seas. But the manner in which the Bill—or rather Act now—seeks to achieve this object has aroused considerable opposition, not only on the part of British shippers and shippers of other countries, but also on the part of many Americans themselves. The only fair way for America to gain a better place among the mercantile nations of the world, is in the realm of open competition. If American ships can be built and operated on more attractive lines than others, then America will get all the foreign carrying trade she desires. But America has gone to work along other lines—lines that have aroused a feeling of bitterness.

To certain clauses in the Act there can be no the slightest possible objection, but there are other clauses which have been described as unjustly discriminating against Britain and Japan. Amongst them may be mentioned those which authorise preferential treatment of American vessels in American ports: those which grant preferential railway rates to American cargoes exported in American vessels; and those which prohibit the transit trade via a foreign port or country, of goods conveyed between America or any of her colonial possessions. To take a look at these first is to find much that is objectionable. When a vessel reaches London, Liverpool or Hongkong it matters not what flag she is flying when it comes to handling her cargoes or according her all the various services of the port. To do otherwise would not be to indulge in competition, but to indulge in invidious discrimination. But the Jones Act provides for that. Cargoes landing in England or leaving it are carried to and from the manufacturing centres at the same rates, no matter whether they have been or are to be carried in British bottoms. There has been no discrimination and, until this Act, there was none in America. But all that is changed, and American cargoes will now be carried cheaper in the States if they are shipped by British, Japanese, Scandinavian or any other nationality's shipping. Under this Act it will be illegal for an American firm to ship goods to the Philippines by any other ship than an American ship. It is not a question of which Company can provide the better service; it is a question of compulsion. Various clauses, dealing with insurance, are similarly objectionable—in fact they go so far as to waive in favour of American insurance companies the much-acclaimed Sherman Anti-Trust Law. Another clause of the bill demands free passage through the Panama Canal for American ships. This issue was fought out years ago and it was decided that the ships of all nations must pay tolls. The U.S. levied toll charges upon its own ships rather than face the alternatives which other nations presented at that time. Commerce & Finance terms the Jones Bill a "triumph for the subsidy hunters." The Journal of Commerce of New York, an authority on shipping and other commerce matters, commenting on the bill, emphasized that it was passed with but little publicity, that "the people did not know much about it." It adds—"The legislation is against the spirit of the times, opposed to all sound economic doctrine, and essentially inequitable." Meanwhile the State Department has protested against the Act and the Inter-state Commerce Commission has had to ask that certain clauses be not considered in effect.

Perhaps it is unnecessary to say much further. Shipping countries, other than America, are disappointed at the direction in which efforts have gone to build up a big American mercantile marine, but there are shippers optimistic enough to think that the Act will defeat its own ends, that America must be prepared to pay considerably higher freight and insurance charges, and that she must be willing to forego profits on her shipping enterprises for many years. The British mercantile marine has been built up through many years and will make a hard fight to maintain its supremacy, even in face of discriminating legislation such as that under review. If Britain can still operate sound ships, can continue her supply of unrivalled master mariners, and can keep alive the spirit of fair competition she will long maintain her envied hold on the great carrying trade of the world.

NOTES & COMMENTS.

WHY DO YOU DO IT?

It was just about the time, when, simultaneously with the ferry-boat leaving the Hongkong side, a T.K.K. liner began to leave her moorings and commence her trip to the States. Midway across the harbour, a couple of Kowloonites on the ferryboat left their seats and stood up for practically the rest of the run so as to get a good view of the departing liner. Then the question arose amongst another group of Kowloon people as to why folk who see big boats coming and going every day of their lives should show such a marked interest in the fact that this liner was under way. In was not a question of having friends on board, because, even if they had, the distance between the liner and the ferry-boat was too great to permit them being identified. No; it was generally agreed amongst the little group of conversationalists that there must be some other explanation. One man said that even if he were engaged in reading whilst crossing the harbour he usually dropped his book or newspaper on approaching a big steamer lying at anchor and had a good look at her, despite the fact that he might have seen the same boat hundreds of times before. He said everybody did it. The others agreed. Another asked why it was that nine people out of ten, when walking in the countryside at home, would stop, turn round and gaze at an express train if one happened to rush by, though there could be no possible novelty in the sight. And the reply was that the impulse which animated these people was the same as that which impelled these two ferry-boat passengers to get up and watch the departing liner till they could see her no more. Quite so, but what was that impulse? Curiosity? Hardly so, seeing that both were everyday occurrences and nothing untoward was expected. What, then? But the ferry trip was over by this time and the point remained unsettled.

MORE SQUEEZE.

We had something to say about squeeze the other day. From a Canton paper comes another little item showing how Chinese officials feather their own nests. We are told that the Province of Kwangtung should have a receipt of nearly four million dollars a year from the various likin stations but that the present income from this source to the Canton Government does not amount to \$1,800,000. And the reason? Merely that the Commissioner of Finance is unable to remove inefficient or dishonest collectors who are being backed by influential military commanders of the districts in which they have practical control and are supreme. It doesn't greatly matter to the taxpayers, of course, for they pay whether the money goes to the Provincial Government or to specific dishonest individuals. The point of interest to us, leaving aside the general question of official corruption in China of which this is a typical example, is that such a state of affairs should prevail in a province which is governed by a body whose leaders are for ever talking about their righteousness and their wonderful administrative capabilities. It really doesn't matter whether Northern or Southern rule, whether there be a Republic or a Monarchy—it's the same old story of "squeeze, squeeze, squeeze!"

MOTOR ACCIDENTS.

Yesterday we had a few comments on motor accidents. Since then, we happened across a New York comment stating that the automobile has become the most deadly machine in America. And that has set us thinking whether or not, after all, we in Hongkong have any real cause for complaint. Here is what the New York paper says: "The mortality report of the Census Bureau and statistics being received daily by the National Safety Council indicate that during recent years automobile accidents have resulted in approximately one-half the number of deaths caused by industrial accidents of all sorts. In Chicago 420 persons were killed in automobile accidents during 1919; in Cleveland, 136; in St. Louis, 97; in the Borough of Manhattan, New York, 191 children under fifteen years of age were killed by automobiles; and in Greater New York 677 persons were killed by automobiles

DAY BY DAY.

THE FIRMEST FRIENDSHIPS HAVE BEEN FARMED IN MUTUAL ADVERSITY. AS IRON IS MOST STRONGLY UNITED BY THE FIERCEST FLAME.—Cicero.

One fatal case of cerebro-spinal fever was notified yesterday, the victim being a Chinese.

Booking for the Black Cats performance closes at 1 p.m. on Saturday. In the event of it being a wet evening the performance will be held on the following Saturday, when all tickets will be available.

To-morrow's Pictorial Supplement will include a photo taken on the recent visit of H. E. the Governor and Lady Stubbs to the Po Leung Kuk, a group of the Civil Service tennis team, winners of the Second Division League Championship; a picture of the bride and bridegroom at the wedding of Mr. Liang Pui-wai (son of the ex-Minister of Finance for China) and Miss Cheng; and scenes in connection with the recent fighting in North China.

We learn that the aviators Lieutenants Masiero and Farinatti (who made the Rome-Tokyo flight) were passengers on the s.s. Filina, homeward bound. As regards the Rome-Tokyo flight via Atlantic, over America and across the Pacific, no decision has yet been taken and although the Italian Consul in Hongkong is being kept well informed on the subject he is at present ignorant of the kind of machines which may be used if the flight takes place.

Rum as a cure for a cold was recommended to Mr. E.B. Barker, who on the night of Saturday last, adopted the prescription, not because he liked it, as according to his statement he had never taken the spirit before. The effect produced was what he had not reckoned on. Apparently it got into his head, and the person who suffered in consequence was his "boy" who sustained a broken head. Its explanation of his conduct, its cause and effects, Mr. Barker this morning told the Magistrate that he knew nothing of what he did when under the spell of the spirit. He was informed that he had assaulted his "boy." Mr. N. L. Smith decided that Mr. Barker should pay a sum of \$5 compensation to the "boy."

Stones and other missiles were used yesterday in a fight which was indulged in by a number of boatmen and women. The bone of contention was the privilege of getting alongside the Fraya wall at West Point, and as this necessitated the dislodgement of a certain junk, which was unloading cargo, objection was raised by her crew. Whilst the feelings of the disputants were given a free display in the fight described, a tramcar had to cease operation on account of the crowd that gathered around the fighters. The arrival of the Police marked the arrest of four men and three women, who were duly charged at the Police Court this morning. Only three responded to the charge, the others having taken advantage of the fact that they were on bail to make themselves scarce. Of the three men who appeared, two were discharged on account of the insufficiency of the evidence, whilst the third man was sentenced to a fine.

in one year. In Rochester, N. Y., as many deaths were caused by automobile accidents as by street cars, railroads, and industrial accidents combined. Even more alarming than these statistics is the fact that in almost every case a comparison, year by year, of the number of automobile deaths and the number of automobiles in use indicates that the deaths are increasing in almost exact mathematical ratio with the increase in number of automobiles. This year 9,000,000 automobiles and trucks will be in use. How many thousand persons will be killed? Anyhow, with the development of motoring we suppose that it's inevitable that the ratio of accidental deaths must increase. In other words, the number of going a violent end must grow, whilst the number dying in bed must correspondingly decline. Swift days merit swift ends.

LINES FROM LINKUMDODDIE.

"Linkumdoddie"
Ecclefechan, N. B.
7th July, 1920.

Dear S—

Here, this is the latest one—Minister (busy drinking tea and shifting scenes wholesale)—"Aye, Janet, it's been a sore war this, a sore war!" Janet (provider and dispenser of the aforementioned)—"Aye, but there's two things that's aye cheered one up since the army-steec. Ane's the thocht that we got the better o' them; the ither's the fine way they English backit us up!" I wouldn't like the late President of the St. George's Society o' Hongkong to hear that one. Aye, it would vex him.

Man, sport had a grand innings last week. What wi' the golf championship, the tennis championship matches, the Henley Regatta, and the Amateur Athletic Championships added to the ordinary programme, it's been a grand time. Lawn tennis is coming awfully to the fore in the old country the now. Time was when most folks thought it was just a lassie's game but the time is fast beginning to change. In fact it seems to me that in the schools nowadays cricket is taking a back place compared to tennis. Of course this championship business helps a lot. They make all sports seem easy; but what a difference there always is between the champion and the ordinary amateur. They aye seem to me to be playing a different game wi' the same implements.

Take the Open Golf Championship nowadays. Competitors come from near and far and interest in this event seems to grow steadier every year. I can mind fine when it used to be decided on the nine-hole course on Musselburgh Links. Nowadays the same course is given over to small boys and old men, not to speak of the toddlers wi' a jam piece in their hand. Aye, since the old day, golf has increased ten fold in popularity and the Championship seems to become more open every year. And between you and me and the bed post that's the finest thing that could happen, for the more life and competition there is in sport, like everything else, the greater will be its vitality.

So far as attracting the crowd is concerned horse racing is an easy first. Of course football's having a real the now, but they tell one me that as a crowd gatherer it's close on its heels. At almost every racing event this season there seems to have been "record" crowds. All classes now go to horse races and the women folk are as keen as any. This is one of the effects of women's war work. Association wi' men must have caused the women to imbibe sporting ideas and they must have got their heads full of all sorts of fabulous tales about dazzling coups. Anyway they now seem to have gone to the race course to make personal experiments. That'll mean more hard work and longer hours for the bookies. They'll be the next to go out on strike, you mark my words.

That our sport doesn't depend on betting is maybe best proved by the fact that the great game of cricket is flourishing as never before. The best type o' sportsmen are always to be found in association wi' this fine old sport. Putting aside the sport that needs a field, course or a court, the revival of cycling and the development of motoring that is of the pleasure-seeking variety are two of the features of the present time. The cyclist is much more about nowadays than before the war. In this of course we see the action of cause and effect, due to the rising cost of railway travelling. When all's said and done, to see our fine countryside is no' that least of contributions that can be made to personal recreation.

Aye, Chamberlain's having a pretty rough time of it over his pet child, the Excess Profits Duty. Its opponents have striven hard to obtain some modification but their efforts have been in vain. Of course money must be found from somewhere and it must be expected that such a productive source of revenue should be fully tapped. That's his job anyway; whether he's going to overburden the national horse is another question. The worse of all this sort of business is that no one just knows how

much load the animal will stand before it cracks up or kicks over the traces. Aye, it's a tricky business altogether. Of course there's been a lot o' wild talk at meetings and conferences all over the country. I see that at a recent meeting o' the National Union of Manufacturers a bright duck got up and asked why lawyers and the like shouldn't be taxed. Now that sort o' gallery talk is just the right kind o' red herring to draw across the track to rivet the attention of Labour. Now if I was a lawyer I could answer that sort of thing easy. What I would do would be to read the speech of yon pestilent fellow four or five times, devote a couple o' hours to Hallam's "Middle Ages," take it home wi' me over the week-end and after a couple o' rough drafts or so would hand the following to my stenographer on Monday morning—"This is not the first time that such a remark has been made in conjunction with the Excess Profits Duty. The answer is obvious, and ought to be stated—The reward of professional work is something directly personal to the individual and is entirely due to his own personal skill. The excess profits which are the subject of contribution to the public revenue are intended to touch the profits from trade or business which has benefited from influences arising from circumstances over which the owner thereof had no control, and which he could not in spite of himself, avoid enjoying the advantages of. The wages of workmen, which form the reward of personal labour, are not sought to bear any Excess Profits Duty. Why then should the skill personally exercised by the surgeon, the medical practitioner, the lawyer or the artist be taxed in the same manner as the manufacturer whose profits are many times increased out of one of the calamities of a nation's extremities or as a shopkeeper or a publican whose premises happen to be in a district when soldiers and sailors and the public generally brought into the aforesaid area through such a calamity have perforce to frequent? The public and public conditions, not the manufacturer or the merchant personally have contributed to those gains—the public revenue is entitled to raise taxation from them."

Further, the tax, as no doubt always is, can be passed on to the customer or the consumer. A corresponding tax on the professional man's fees or a workman's wages could not be so redeemed."

Phew-gh! I'd rather work than have to make a living by writing like that. It's enough to give a chap intellectual lockjaw forby causing the typist to be subject to premature corrugations of the forehead. Besides, look at the wear and tear on the dictionary. But never mind, if I was a lawyer that's the stuff I'd hand out to them and chance the result. What's more forby it's the right way to look at the thing anyway.

Aye I'm on the serious stuff this week right enough. It's queer the things ye can get used to when ye canna' help yourself. That reminds me o'—aye, but that'll have to keep 'till another time for it's coal I'm for discussing next, and that's serious enough these days at 29½ a cwt delivered free, ex-factory, and no extra charge for knocking your best Sunday hat off the peg in the front lobby forby dirtying the newly whitened front doorstep. Aye, as my friend Buzz Fuzz would say, coal and controversy have become indissolubly linked. All the King's horses and all the King's men canna' divorce them. The Government are very much on the defensive these days. Very rarely is a measure brought in that is not kicked all over the House like it was a football. That was the fate of the Mines Bill in Parliament last week. The miners' M. P.'s hang on to nationalisation; mineowners and others distrust the jacks in office and the average man wants coal regularly delivered at a reasonable rate. The Bill discussed last week wants to set up a ministry of mines to control and look after the industry wi' the help o' local pit committees, are boards and the like. Control is to be maintained so far as export prices and pit head figures are concerned. Aye it's true that some sort of control is still needed but it's no' so much the control o' selling prices that's needed as the control of the miners by their leaders and the control of the mine owners by Government and the introduction of up-to-date machinery. Otherwise wi' the low output as it is there'll be no coal available for export at all. And

MARINE COURT CASE.

CHINESE ENGINEER ACQUITTED.

Commander C.W. Beckwith, R.N., Marine Magistrate, this morning had before him the adjourned case of Leung Fuk, the engineer of the steam launch Lee Hing, who was prosecuted at the instance of Lance-Sergeant Elston for placing on his safety valve 29 lbs. more pressure than was allowed by his licence.

It will be remembered that when L. S. Elston boarded the steam launch he found the steam gauge registering 134 lbs. when the pressure allowed on his certificate was only 123 lbs. The defence was that the valve springs were weak and hence defendant was obliged to put on the extra pressure. He was first charged for having no lights, and fined, the incident occurring on July 29th. The present charge was preferred on the 9th instant. In the meantime the steam launch was dismantled, and it was therefore difficult to know what pressure there was in the steam gauge.

Commander Beckwith, in dismissing the case against the engineer, said—"After hearing the Government Marine Surveyor at some length, and in view of the fact that this steam launch is now open for survey, it is impossible to verify her gauge as it then was. I dismiss the case against the defendant, and I take this opportunity to say that I consider Lance Sergeant Elston showed considerable energy and intelligence in handling this case. In future, I want all such cases, where there is a difference of over five pounds allowed by the certificate of the surveyor, to be reported to the Government Marine Surveyor before the case is brought to the Court."

then the fat will be in the fire wi' a vengeance. What's more forby, when the price is officially fixed the consumer is entitled to some kind of guarantee that he is going to get coal. Shopkeepers and others are fined for adulterating food or selling weak and watery milk, but up to now I've never heard of a case against a coalmerchant for vending coal adulterated wi' whinstone, slate and shale. It's the devil's own job to keep a fire alight at all, let alone get some heat off it. But let us get back to the strange place, the House of Commons which so many now view wi' distrust and indifference.

Anybody reading the debate could see that the Government were between two fires. Nearly all the discussion was against the Bill, same being supplied by the Miners' Federation and the coalmasters. Both represent forms of "vested interest." The rules would seem to have been supplied by the smoke room, for despite all the frenzy from both interests the first reading of the measure was carried comfortably. The miners' representatives have told us, though not in the same language, that social upheaval will result if the measure comes into operation. The other side said—but what does it matter what they said anyhow?—all I've got to say is that for folks who make so little out of their mines the coal-owners are wonderfully fond o' their job. Whatever was wrong in the old days, and undoubtedly there was plenty to be going on with, the people got coal. The question of supply and price seemed to be lost sight of last week. The fact that gas can be made in quantity at Westminster without coal shouldna' be taken as meaning that other places are as easily suited. The threat of the miners' leaders that the Mines Bill will ensure the folks in this country "Chaos, disorder and a series of strikes such as we have never had before" is no' the bogie it was eighteen months ago. As I said before, ye can get used to anything in time. But the more folk get o' that kind o' stuff the less they like it. Soon the easy-going Briton will be a legend of the past and all concerned will have good reason to note the mental change. No, lad, our ever-shrewd Ministers from the Mark Tapley Political Academy have exhausted their luck and things are now going badly against them.

I was going to tell ye about our railways, put right Ireland for ye, and a few other things, but I see the rain's o' now, so I think I'll leave them till next week.

Yours etc.
R. McW.

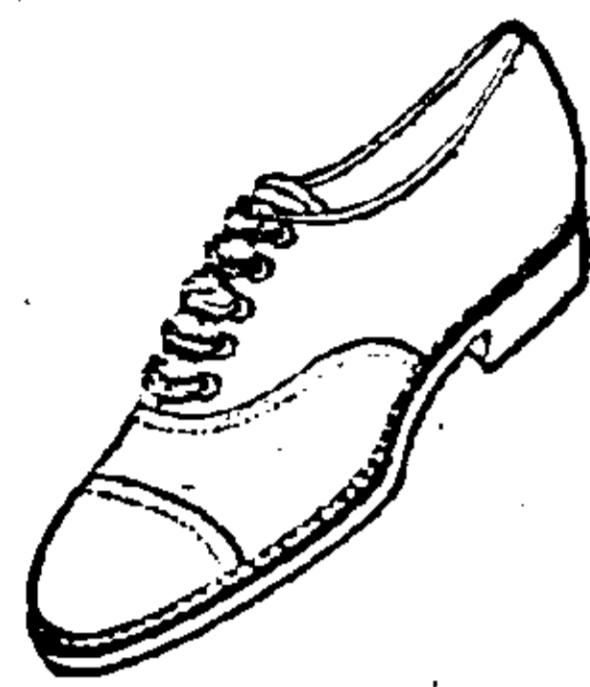
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TO-DAY'S MISCELLANY.

One result of the American invasion is (says the London Daily Graphic) that you see about in the evenings a number of podgy men wearing double collars with their dress-clothes. The double collar is having a good deal of its own way lately. I have even seen a man wearing one with tall hat and morning coat. But up to now, I am thankful to say that it is only the free and independent American citizen who has dared to put on a double collar with evening kit.

A writer in the *Greenhill* attempts to give some guidance as to a choice of book for those of us who indulge in the pleasant habit of reading in bed. For the bed reader, rest and relaxation are the chief needs, he opines, and he rules out all heavy tomes that require real study. The ideal bedside books are essays, such as Lamb and Hazlitt wrote. Most novels are too exciting, but such old favourites as Dickens and Trollope, and we would add Scott, do not come under this category. Poetry? Yes, when it is not too abstract. But really the ideal bed books are those we like to re-read. What one wonders would be the best list of a dozen books that should find a place in the spare bed-room bookshelf?

Is courtesy becoming the craze? asks a London paper. Already we have had one London railway boasting in its advertisements of the pleasant smile you get from the lady booking clerk—though there is no promise of money back if you do not get the smile. Now the L.C.C. Tramways department advertises—“This tram ticket, which the conductor gives you, is not merely a thin little piece of cardboard, covered with print and punched at a certain spot: it doesn't only give you the right to travel to a particular place, it represents the goodwill courtesy and comfort which are incorporated in the tram service. It is a comfort coupon.” We may yet be promised a handshake and a smile from a railway manager himself, if we take the necessary number of tickets.

When those listening to the “Messiah” at the Crystal Palace

rose at the first strains of the “Hallelujah” chorus, they were following a precedent established at the first performance of that famous oratorio in 1743. For many years that spontaneous movement of the Covent Garden audience was accepted as due to the stupendous effect of Handel's majestic music, but it has recently been suggested that it was a tribute to George II., who is believed to have entered the Royal Box as the chorus was started. If this explanation be correct, the King must have been exceptionally unpunctual in his arrival at the performance. There are numbers in the oratorio, and the “Hallelujah” chorus is the 44th. His Majesty could scarcely have got comfortably seated before it was time for him to go home again. But whatever may have been the cause of the uprising of the audience in 1743, there can be no shadow of doubt but that those who stand up to-day at the first chords of the great chorus will be paying homage to the memory of the genius who conceived it.

In memory of Scotsmen and women who fell in the war it is proposed to erect around the apex of the rock at Edinburgh Castle an undenominational shrine. The scheme also provides for the taking over of the whole of the buildings of Edinburgh Castle as a national military and civil museum. In the military section each Scottish regiment will be able to deposit its relics and battle trophies. The Castle already houses the Scottish Regalia, and to this it is proposed to add works of art and historic interest, as the nucleus of a permanent museum embodying Scottish national history, tradition, and art. The Government has decided that the Castle is no longer required for military purposes and has approved of the site being used for the Scottish National War Memorial. At a meeting held in London recently, the Duke of Atholl said that, generally speaking, everybody had been friendly to the scheme. They had asked Sir Robert Lorimer to act as architect. It was thought the scheme would entail an expenditure of about £250,000, and they required something like £150,000 to get the scheme in hand. Mr. Robert Munro, K.C., M.P., Secretary for Scotland, said that the Government took a deep interest in the success of the undertaking, and Lord Balfour of Burleigh also spoke in support of the scheme.

HONGKONG WEDDING

RODENFUSER-LECABLE.

The wedding was solemnised at St. Joseph's Church yesterday of two well known members of the French community, Monsieur Raoul Rodenfuser, agent here for the Messageries Maritimes, and Mlle. Yvonne Lecable. M. Rodenfuser is a son of a Parisian family, while the parents of the bride are residents of standing in Hongkong, M. Lecable being agent for Tokin mining interests. The union attracted considerable notice, and despite the inclement weather a goodly number of guests assembled, including most of the French residents. The prettily decorated bridal motor car drew much attention. And at the church and reception the decorations were of a striking character, including a big floral ball.

The bride entered the church on the arm of her father, who gave her away. She was charmingly gowned in a costume of satin, finished with tulle, and complete with train. It was made by “Le Gagne Petit,” Avenue de l'Opera, Paris. Miss Rose Edkins was bridesmaid, attired in a pompadour taffeta frock trimmed with white lace, made by the Maison Lily. M. Jean de Vez de Beaufort was best man. Rev. Pere Monnier performed the ceremony.

The reception was held at the Hongkong Hotel, after which the couple left on their honeymoon. The bride's going away dress was of periwinkle blue, another creation of “Le Gagne Petit.” M. and Mme. Rodenfuser were the recipients of the heartiest congratulations and good wishes.

CHAKSANG IN COLLISION.

THE MASTER REPRIMANDED.

With Mr. P. F. David (District Judge) as president, the Marine Court comprising Commander B. A. Cator, R.N., Master attendant, Capt. M. L. Tonkin, and Capt. J. Baxter (pilots) conducted an enquiry at Singapore into the collision which occurred between the Chak Sang and the Ban Fo Soon about 8 p.m. on July 9 last off the Horsburgh Light. The D.P.P., Mr. G. G. Seth appeared for the Crown. Mr. V. D. Knowles represented the master and owners of the Ban Fo Soon, Mr. H. D. Nundell the captain and officers of the Chak Sang, while Mr. Stevens watched the interests of the owners of the Chak Sang.

Very little damage was done, as a result of the collision, to the Chak Sang, but considerable damage was done to the port side of the Ban Fo Soon. Both vessels were stopped and the respective masters offered each other assistance. The Ban Fo Soon was able to put back to Singapore without assistance, and the Chak Sang proceeded.

Michael Courtney, master of the Chak Sang deposed that the Ban Fo Soon was sighted at 6.20 p.m. on July 9 bearing S. 32 W. He was then steering S. 57 W true, and thought they were about 18 miles away. Their speed was about 10½ knots. After sighting Ban Fo Soon's light he altered the course to S.S.W. Later when he made the light he altered S. 23 W true till the light bore S. 45 W true. About 7.30 he altered to S. 57 W and was when about 5 or 7 miles from the light. Witness was on the bridge and about 10 minutes to 8 he saw a light, 3 points on starboard bow, a red light, masthead light, and numerous lights on side of vessel. He did not take compass bearing then. He left the bridge for 3 or 4 minutes to look at the chart on the chart room under the bridge. He then went to lay off the course and went down again about 5 minutes to 8. About a couple of minutes to 8 he was up again, saw the same light, and assumed the vessel was clearing in an almost parallel direction. He did not take compass bearing. He saw what he took to be a stern light, and he thought he could pass the other vessel safely. He heard one blast and gave the order to starboard. This was immediately before the collision at 8.8. Assuming that this was an overtaking ship the order to starboard was a correct one, his intention being to pass on her port side. Witness admitted he had committed an error of judgment by assuming that the vessels were going to pass each other instead of converging on each other's course.

John Harkes Witness, master of the Ban Fo Soon said he held a Dutch certificate. He carried one masthead light and side lights.

DAIRY FARM NEWS.

New Shipment of

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Selected Fillets - 60 cents per lb.
Finnan Haddocks - 50 " " "
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OBTAINABLE FROM
LANE, CRAWFORD & CO.,
25¢ cts. per tin.

His speed was 8½ to 9 miles. About 6.40 p.m. he sighted Horsburgh, about 15 miles off. He was then steering E. by N. magnetic straight for Horsburgh. A steamer passed about 6.45 and witness next saw a white light at 7.15 on a bearing 5 points to port, about N.N.E. His vessel was then proceeding at a speed of 10½ miles with the current. About five minutes later, he saw two masthead lights, the lower one to the right. He did not take a bearing then. It was then on his port side. He continued to see the lights. At 7.35 he took the bearing, which was N.E. by N. ½ N. the speed at the time being 11 miles. Just then a prahu appeared and obscured the lights. At 7.35 he altered the course to E. by N. ½ N. and then saw a green light under the two white ones. The Horsburgh was S.E. by E. ½ E. at 7.59 and witness thought it was 1½ miles off. He took a second bearing at 8.5, the vessel then making twelve miles. A long blast was sounded on the Ban Fo Soon and she kept her course straight. Two minutes later witness blew a second blast, a short one, and ordered the vessel hard a port. The Chak Sang blew two blasts and starboarded her helm. The result was a collision.

After the adjournment, for lunch, the Court found as follows:—

Was the “Chak Sang” properly found and equipped and in a seaworthy condition on leaving Hongkong on the 3rd July, 1920?—Yes.

Did the “Chak Sang” carry her proper complement of Officers as required by law?—Yes.

Was a proper lookout kept on board both the “Chak Sang” and the “Ban Fo Soon”?—Yes.

Were proper navigation lights exhibited by both vessels?—Yes.

How long before the collision did each vessel observe the others lights? The Chak Sang saw the sidelights and masthead lights of the Ban Fo Soon 20 minutes before the collision, and the lights of the Chak Sang were sighted by the Ban Fo Soon about 33 minutes before the collision.

Were proper steps taken by the Officer in charge of each ship, after sighting each others lights, to ensure the safe navigation of their respective ships?—No, the master of the Chak Sang did not take proper steps to ascertain the bearing of the approaching vessel.

Were the vessels crossing vessels within the meaning of Article

19 of the Regulations for Preventing Collisions at Sea?—Yes.

Where and at what time did the collision occur?—Evidence as to the exact place of the collision is conflicting but the Court is of opinion that it occurred about 1½ to 1¾ miles N. of Horsburgh Light. The time was 8.9 p.m. on July 9.

Were any lives lost as a result of the collision and from which vessel?—No.

Did the Master of the s.s. “Chak Sang” render assistance to the “Ban Fo Soon” as required by Section 422 of the Merchant Shipping Act 1894?—Yes.

By whose wrongful act or default was the collision caused?—By the master of the Chak Sang.

Decision of the Court in respect to Certificate of the Master of the s.s. “Chak Sang”?—The Court decides not to deal with the certificate of the Chak Sang's master but reprimands him for failing to take bearings of the Ban Fo Soon after sighting her.

WHEN BABY IS CROSS AND SLEEPLESS.

When baby is cross and sleepless there is something wrong and the little one is taking it only means he has of telling it. Under such circumstances the temptation to administer a sleeping draught, or opiate of some kind, is often great, but don't do it unless expressly ordered by a competent doctor who has seen the child. Instead give him Baby's Own Tablets, which are guaranteed to contain no opiates; they send the child to sleep simply because they remove the causes of his sleeplessness and make him feel good and comfortable.

“My baby was not feeling well and was cross and troublesome. I gave her several doses of Baby's Own Tablets and they did her so much good that I would not be without them for many times the amount they cost. I strongly advise every mother to give them a fair trial,” writes Mrs. F. Emery, of 8 Barclay Place, Grand Rapids, Mich., U.S.A.

Baby's Own Tablets are a remedy for simple fever, indigestion, constipation, colic, diarrhoea. They make teething easy and destroy worms. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 96 Beethoven Road, Shanghai.

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Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH, INDIA, APCAR
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WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	14 Aug. 4 p.m.	S'pore, Colombo & B'way.
LAHORE (Cargo)	5,200	15th Aug.	Marseilles, London and
KALYAN	9,000	20th Aug.	Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	17th Aug.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	17th Aug.	Sandakan Thursday Island, Carra, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

JAPAN	6,100	16th Aug.	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 14ft. x 2 x 1 will be received at the
Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via K'lung, Manila, S'hai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
TOYOHASHI MARU (Omitting Keelung) Sun., 15th Aug., at 11 a.m.
KASHIMA MARU (Omitting Manila) Mon., 16th Aug., at 11 a.m.
FUSHIMI MARU ... Saturday, 14th Sept., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said & Marseilles.

SHIDZUKA MARU ... Thursday, 19th Aug., at noon.

YOKOHAMA MARU ... Friday, 17th Sept., at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo,
Suez and Port Said.

MARSEILLES & LIVERPOOL via S'pore, C'bo, Suez & Port Said.

KANAGAWA MARU ... Friday, 20th August.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Thursday, 19th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK via Suez Canal, Wednesday, 25th August.

SOUTH AMERICAN PORTS via S'pore, R'goon, Calcutta & Cape.

PENANG MARU ... Friday, 13th August.

BOMBAY & COLOMBO via Singapore, Monday, 23rd August.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU ... Friday, 13th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 20th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU ... Wednesday, 18th Aug.

TAMBA MARU ... Tuesday, 24th Aug., at 11 a.m.

TOTOMI MARU ... Thursday, 26th Aug.

For further information apply to NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Haiyang	Java	in port	16th Aug.	Java.
Tjikembang	Java	in port	19th Aug.	Yokohama.
Tjikembang	Japan	17th Aug.	20th Aug.	Java.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."

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NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjimonjari	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian
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For Freight and Passage apply to the

Java-China-Japan Lij.,

Telephone No. 1574.

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Shipping to Europe, Australia, and other Ports.

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LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.

"ATLAS MARU" ... 25th September.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"CHICAGO MARU" ... Thursday, 9th September.

"CANDA MARU" ... 2nd November.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"SIAM MARU" ... Monday, 30th Aug.

"LUZON MARU" ... Tuesday, 24th Aug.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" ... Wednesday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

"KUNAJINI MARU" ... Friday, 25th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-
nightly service touching at intermediate ports in Japan
and taking cargo to overland points U.S. in connection
with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"AFRICA MARU" ... 20th August.

NEW YORK—Regular monthly service via Japan ports, San
Francisco, Panama and Cuban Ports.

"HONOLULU MARU" ... Thursday, 9th Sept.

JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama.

"MADRAS MARU" ... Monday, 30th Aug.

NEW ORLEANS.

"BORNEO MARU" ... Wednesday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.
wharf, near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 15th Aug.

TAKAO via SWATOW & AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

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ORIENTAL LINE.

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SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
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This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc. and has superior
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the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to Butterfield & Swire.

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(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
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LONDON "KANSAI" 10th Sept.

LONDON "SWAZI" 20th Sept.

For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

NEW YORK VIA PANAMA CANAL.

S.S. "EGREMONT CASTLE"
Sailing on or about 12th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 31st August.

BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO
LEVANT, BLACK SEA & DANUBE PORTS

VIA SINGAPORE, PENANG & COLOMBO.

S.S. "PILSNA" Sailing on or about 11th Aug. at d'light.

S.S. "INNSBRUCK" Sailing on or about 6th September.

S.S. "HUNGARIA" Sailing on or about 31st October.

NANYO YUSEN KAISHA LTD.

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Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 29th Aug.

S.S. "HOKUTO M." sailing on or about 14th Sept.

S.S. "SAMARANG M." sailing on or about 5th Oct.

For JAPAN, S.S. "HOKUTO M." sailing on or about 14th Aug.

S.S. "SAMARANG M." sailing on or about 27th Aug.

S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

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Steamship services Trans-Pacific,
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Taking cargo on through Bills of Lading for South African
Ports, with transshipment at CALCUTTA, in conjunction
with the Indo-China Steam Navigation Co., Ltd., and Apoor
Lines, connecting with S.S. "UMONA" sailing from
CALCUTTA on or about 30th August.

For Freight or Passage on any of the above Lines apply to—

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COASTAL SHIPPING.

INDO CHINA STEAM
NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
MANILA	Vuensang	Fri., 13th Aug. at 3 p.m.
SHANGHAI	Hopsang	Sun., 15th Aug. at d'light.
SHANGHAI	Hangsang	Wed., 18th Aug. at d'light.
HAIPHONG via Hoibow	Loksang	Wed., 18th Aug. at d'light.
STRAITS & Calcutta	Laisang	Wed., 18th Aug. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to
Calcutta, Penang and Singapore; Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.SHANGHAI LINE—Sailings approximately every five days between
Canton and Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.MANILA LINE—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Friday.HAIPHONG LINE—Sailings approximately weekly for passengers
and cargo, calling at Hoibow when inducement offers.BORNEO LINE—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.Cargo taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawao and Lahad Datu.TIENSIN LINE—A regular service is run from March to Nov-
ember between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on 18th August, at 3 p.m.
for SINGAPORE, PENANG & CALCUTTA.Through Bills of Lading issued to
RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

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C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	14th Aug. at 4 p.m.
WEIHAIWEI, CHEFOO and		
TIENSIN	Huichow	15th Aug. at 4 p.m.
AMOY, SHAI & PUKOW	Szechuen	17th Aug. at 10 a.m.
SWATOW & BANGKOK	Chinhua	17th Aug. at noon.
SHANGHAI	Sinkiang	19th Aug. at noon.
SHANGHAI & TSINGTAO	Chenau	21st Aug. at 4 p.m.
AMOY, SHAI & PUKOW	Suyyang	24th Aug. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	24th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (three weekly) and Tsingtao
weekly, taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are Landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE.—Weekly service to and from B'kok via S'ow.
For Freight or Passage apply to

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Hongkong Aug., 13, 1920.

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HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

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FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	W. C. Passmore	FRI., 13th Aug. at 2 p.m.
Haiching	A. H. Stewart	TUES., 17th Aug. at 2 p.m.
Haichong	J. S. Thomson	FRI., 20th Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.	via Suez	6th Sept.
"MIDGEBOW"	via Suez	10th Sept.
"BIRMINGHAM CITY"	via Suez	20th Sept.
"CITY OF DUNKIRK"	via Suez	

Calls also at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change with out notice.

For Freight and Passage apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING

VESSELS ARRIVED.

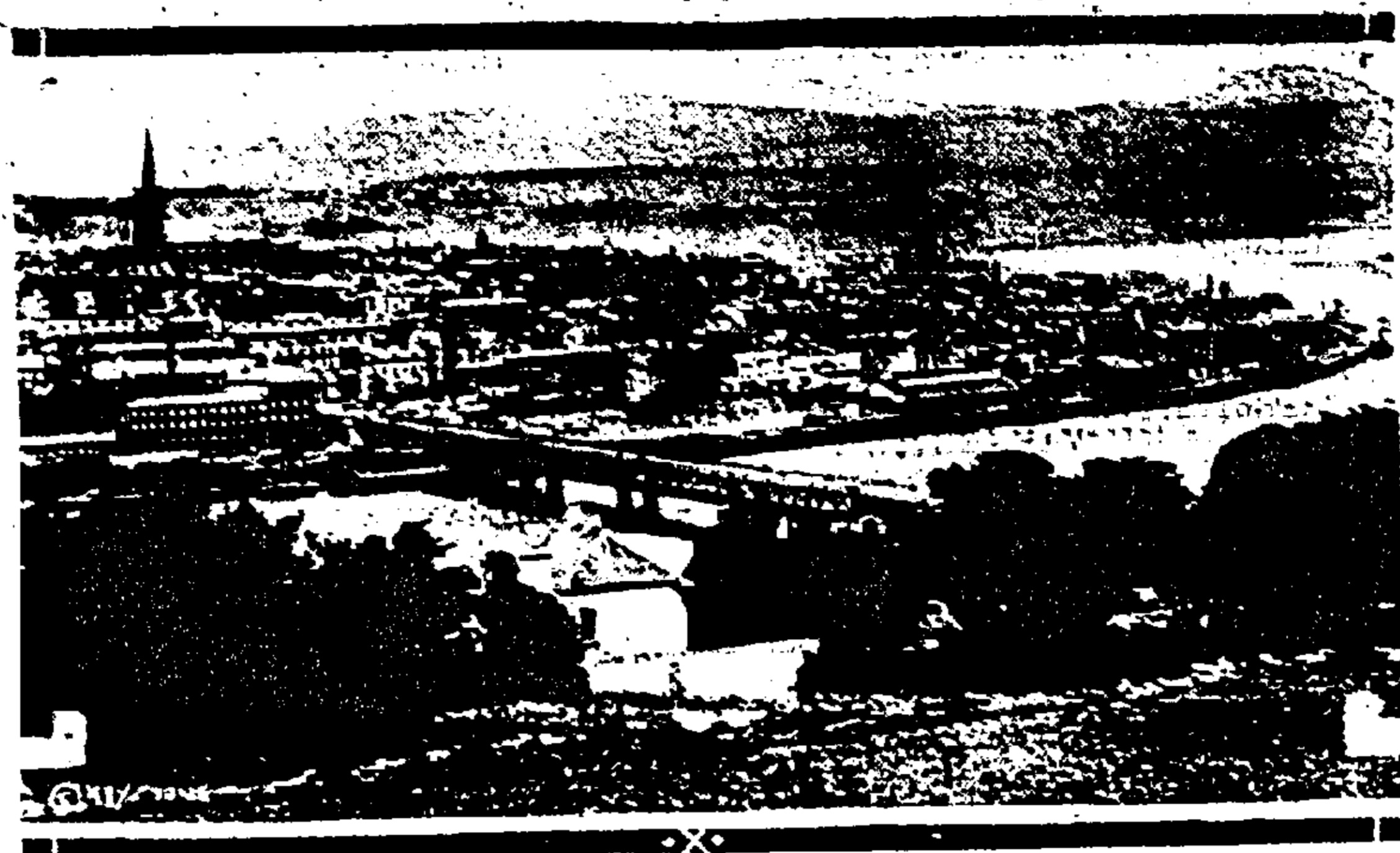
The s.s. PENANG M. came
into port yesterday from Moji
and Yokohama with 745 lbs. of
cotton goods and matches for
Hongkong, and 6,736 tons of
paper, cotton, etc. for other ports.The O.S.K.'s MEXICO M.
arrived this morning from Kobe
and Nagasaki with 2,894 tons for
other ports and 407 tons for
Hongkong. She experienced
stormy weather between Yoko-
hama and Nagasaki.—Mooring
A 23.From Singapore the KATS-
MURA M., whose agents are
Messrs. Carroll Bros., brought
this morning 1,950 tons of coal.—
Mooring C 39.The Russian Volunteer Fleet's
TOSOLSK brought this morning
from Saigon 2,042 tons of rice for
the Colony.—Mooring C 42.From Copenhagen the Danish
motor steamer OHLLI brought
yesterday 5,000 tons of paper,
iron and machinery for Shanghai
and the North, and 800 tons of
paper, iron, etc. for Hongkong.
Messrs. Thorsen and Co. are her
agents.The WEST IVIS consigned to-
day from Seattle 5,703 tons for
the North and 450 tons for
Hongkong.—Mooring A 6.MOVEMENTS OF
STEAMERS.The s.s. MENTOR (Blue
Funnel Line) left Liverpool on
17th inst. for Hongkong and is
due here on 22nd August.The N. Y. K. s.s. TAIAN M.
(Bombay Line) left Bombay for
this port on the 25th July and is
expected here on the 13th Aug.The N. Y. K. s.s. DAKAR M.
(Hamburg Line) left Rotterdam
for this port via Suez on the 21st
July and is expected here on the
5th Sept.The s.s. KNIGHT OF THE
GARTER (Blue Funnel Line)
left Liverpool on 24th inst. for
Hongkong and is due here on
1st September.The N. Y. K. s.s. TANGO M.
(Australian Line) left Sydney
for this port via Thursday Is-
land & Manila on the 30th July
and is expected here on the 20th
August.The N. Y. K. s.s. WAKASA M.
(Liverpool Line) left Liverpool
for this port via Suez on the
23rd July and is expected here
on the 12th Sept.The N. Y. K. s.s. TOTOMI M.
(Calcutta Line) left Calcutta for
this port via Rangoon and Singa-
pore on the 5th August and is
expected here on the 25th Aug.The R. M. S. EMPRESS OF
ASIA left Yokohama on 7th Aug.,
and is due at Vancouver on 16th
August.The American-Manchurian
Line s.s. KANSAS from New
York is due to arrive on 28th
August 1920.The s.s. MATTAWA from
Hongkong on the 6th July
arrived at Vancouver on the 5th
August.The R. M. S. EMPRESS OF
RUSSIA arrived at Yokohama
on 9th August, p.m. inst. there
10th Aug. a.m. and is due at
Hongkong on 21st Aug. a.m.The B. I. s.s. JAPAN left
Singapore for this Port on the
9th instant at a.m., and is due
here on the 14th instant.The s.s. DUNERA left Shang-
hai for this Port on the 10th
instant at 4 p.m. and is due here
on the 13th instant at about 6 p.m.The s.s. A J A X (Blue Funnel
Line) left Liverpool on 31st July
for

TO-DAY'S PICTURES.



PRESIDENT WILSON AT HIS DESK.

This photograph of President Wilson was taken while he was transacting his regular morning work on June 19. It is, therefore, the latest picture of the President.



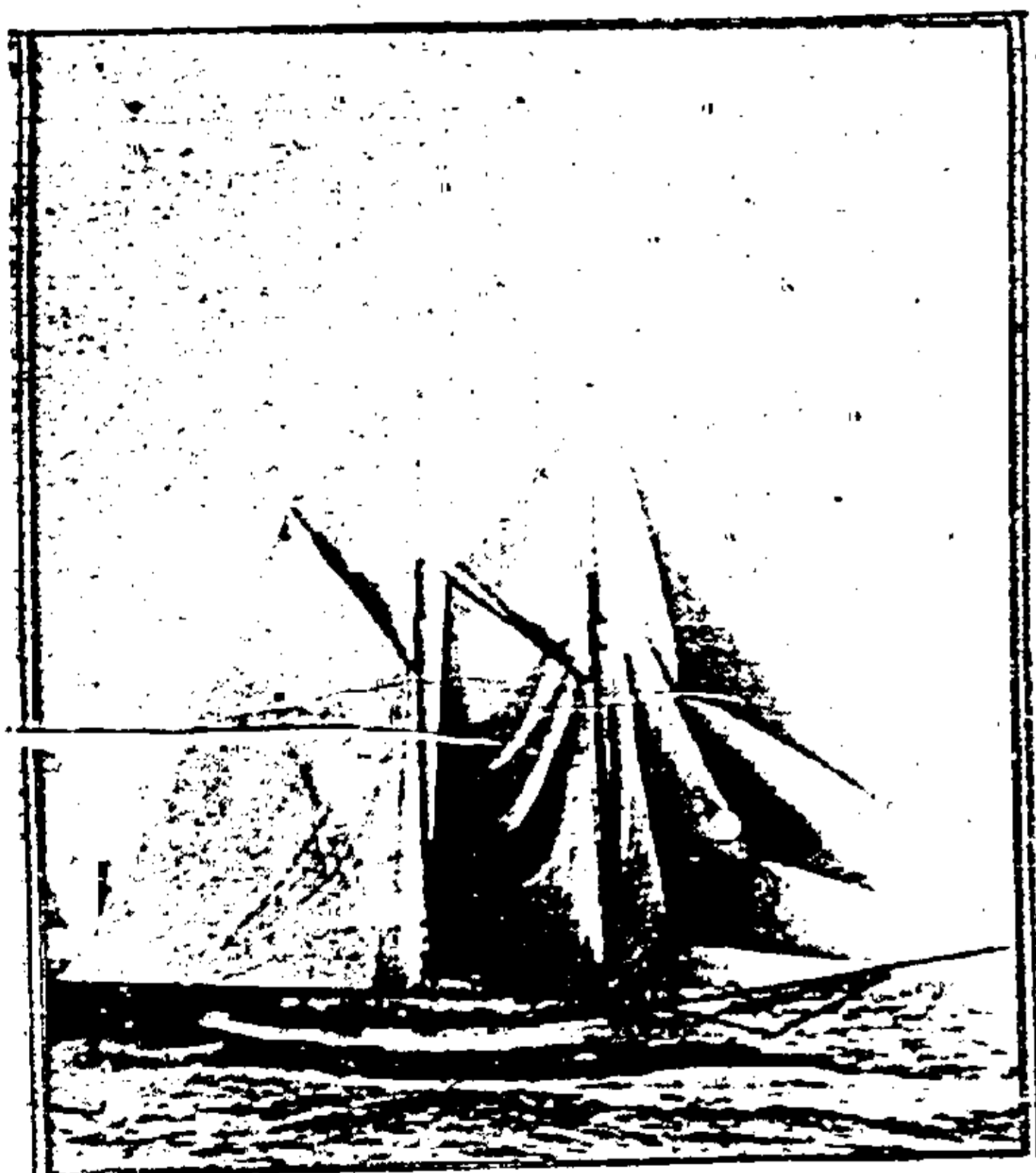
GENERAL VIEW OF LONDONDERRY.

Picture of the Irish city which has been the scene of recent outrages.



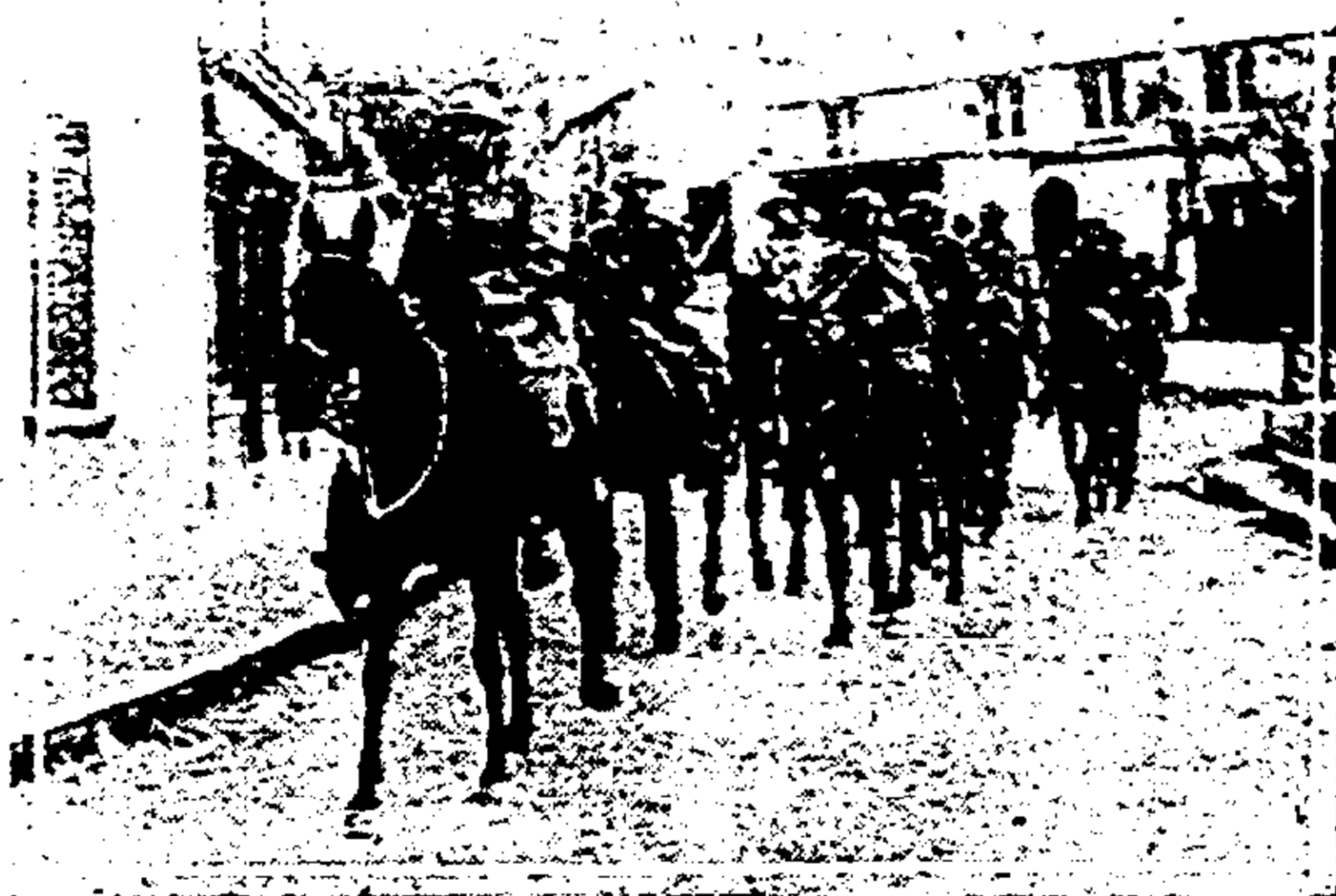
PLYMOUTH ROCK.

The landing place of the Pilgrim Fathers at Plymouth, Mass., will be the shrine of many thousand Americans this year. The tercentenary anniversary of the landing will be celebrated in the quaint town.



AMERICA'S FIRST CUP WINNER.

The schooner yacht "America" which took the America's Cup to the United States from England in 1851, winning the trophy in a race with fourteen British yachts around the Isle of Wight on August 22 of that year. The cup has remained in the United States ever since.



FLYING COLUMN AT WORK IN IRELAND.

The troops are from the 15th (the King's) Hussars, and are shown passing through the village of Enniskerry.



THREE PROMINENT ZIONISTS.

Left to right: Nathan Straus, Judge Brandeis and Rabbi Wise who recently sailed for Palestine.



GEORGES CARPENTIER AND FAIRIE BINNEY.

The well-known champion and the beautiful movie star give a little act of their own before an appreciative audience in the movie studio.

DOINGS OF THE DUFFS.

Tom Didn't Have Any Trouble With Danny.

BY ALLMAN.



ENTERTAINMENTS

Philippine Is.—Per TAMIN
24th Aug., 3 p.m.
Shanghai, N. China. Japan v
1904.—Per TAMBAH, 24

D. H. JEFFRIES, Dir.

Mr. E. Howard

HEAD OFFICE, TOKYO
BRANCHES AND REPRESENTATIVES

STA. CENTRAL LOCATION,
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
